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THE SPHERE

Vol. CLXVIII No. 2193 — WITH WHICH IS INCORPORATED THE GRAPHIC — JANUARY 31 1942

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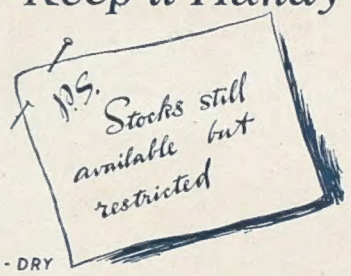

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Volume CLXVIII No. 2193 The SPHERE, London, January 31, 1942

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly
London, January 31, 1942

AFTER THE SINKING OF THE "REPULSE" AND "PRINCE OF WALES" OFF MALAYA: CAPTAIN W. TENNANT, OF THE "REPULSE," AND CANON J. S. BEZZANT, THE SHIP'S CHAPLAIN, JUST AFTER THEY HAD BEEN PULLED OUT OF THE WATER

This is amongst the first pictures to be received in London from Malaya after the *Prince of Wales* and *Repulse* had been sunk by Japanese bombers soon after the outbreak of the war in the Far East. It will be remembered that British destroyers rushed to the scene and picked up many hundreds of survivors (but not, alas! Admiral Sir Tom Phillips). Amongst the latter were the Captain of the *Repulse*, Captain William Tennant, and the chaplain, Canon Bezzant (ex-Chancellor of Liverpool Cathedral). They had just been pulled out of the water when this picture was taken. Captain Tennant has his tunic (showing one of his shoulder-straps) under his arm. He jumped into the sea with his Commander, both fully uniformed. The Captain's head wound was caused by hitting a block of wood when he dived overboard. The chaplain was seen in the lowest parts of the battleship during the action, including the stokehold. He went around the ship administering last rites and using a hypodermic needle for bad cases

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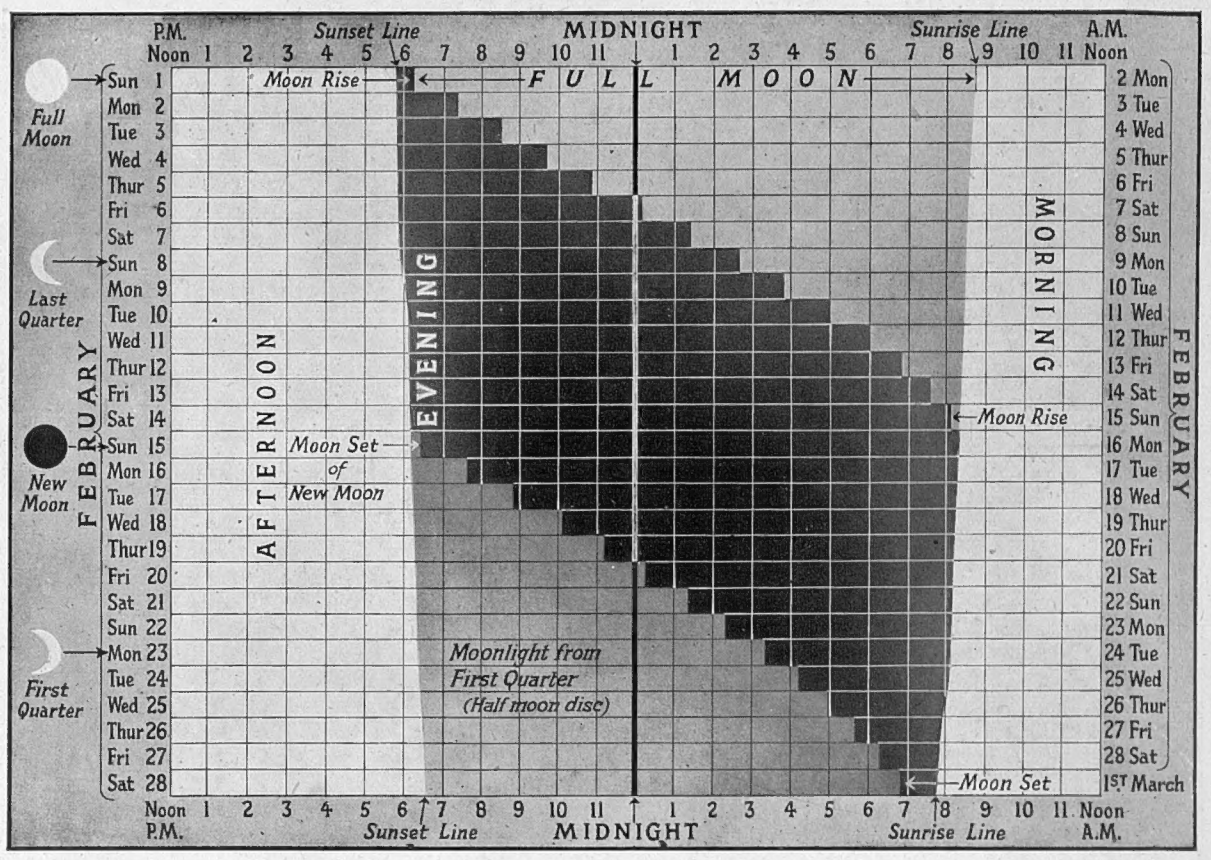
A WAR NEWSLETTER —No. 126

1, NEW OXFORD STREET, W.C.1.

A Government of "Cool Hands."—The public only hears after a long time what has been going on behind the scenes during periods of particular stress. We are now passing through such a period, and there are a number of urgent, anxious questions which have evoked sharp criticism and profound disquiet. The criticism has come from Australia, and from Parliament and Press and public at home, and it has not spared Mr. Churchill, nor his military chiefs. In the face of this criticism and disquiet, the Premier, and his Government, for a remarkably long time in the circumstances, maintained a very cool and a very irritating silence. If they spoke at all, Ministers and fighting chiefs spoke with an optimism which seemed to the uninformed public more like insane complacency. In Malaya, the Japanese reached nearer and nearer to the heart of our Eastern life-line in Singapore, and nearer and nearer to Australia. The temper of Australia in this crisis was made more clear every day by blunt and trenchant speeches from her Ministers, as day by day the terrain north of Singapore, on which alone depended the vital air-support for the defenders of that essential base, grew narrower. The cry for ships and planes and men grew louder—and nothing seemed to come of it. A few Government spokesmen declared vaguely that all was very well, and all would come right in the end. The Battle in Libya was not going according to plan. There was even a suggestion that history was about to repeat itself, and it was clear that substantial reinforcements were reaching Rommel across the Mediterranean. Finally, the demand from Parliament, Press and public for an Imperial War Cabinet, and for a drastic reorganisation on sounder lines of Mr. Churchill's one-man Government, had grown insistent, and to a growl. That was the situation between the date of Mr. Churchill's return from Bermuda and the opening of the Debate on the War Situation—a period covering a dangerously large number of days. While we cannot doubt that much was going on "behind the scenes," the point I stress is this: During those days, while the public had no reason to interpret the Premier's silence as an admission of hesitancy, it *was* entitled to label it an act of faith in his impregnability and a cool gesture which might be fairly called a gamble in popularity. Mr. Asquith's "wait-and-see" is an historical parallel which springs to the mind. In the end, though the public waited, Mr. Asquith didn't. He left. Mr. Churchill is firmly entrenched in our hearts and in our confidence. But I think during those vital days he took a grave risk in his exercise of cool-headed self-confidence—and in his policy of "wait-and-see." The British Empire chafes, even more than the British public, under that cool policy.

INDIA'S NEW REPRESENTATIVE IN LONDON: Lieut.-Colonel the Hon. Sir Azizul Huque, C.I.E., M.L.A.; Speaker of the Bengal Legislative Assembly and Vice-Chancellor of Calcutta University, who has been appointed to be High Commissioner for India in London. He will take up his post shortly



"THE SPHERE'S" MOONLIGHT CHART FOR FEBRUARY

On the first night of the month the moon is at its full, rising a little after 6 p.m. and shining throughout the hours of darkness, gradually waning and rising later each night as the month progresses, thus giving a longer period of darkness each following night. The last quarter will be visible in the sky just after 2.30 a.m. on the morning of the 9th. The new moon, on the night of the 15th, brings with it a period of total darkness throughout the night till the moon reaches its first quarter stage in the early hours of the morning of the 24th

A limited number of these charts will be supplied free of charge on application to the Publisher, "The Sphere," Commonwealth House, 1, New Oxford Street, W.C.1; but 2½d. in stamps must be enclosed with the application

To and Fro in Libya.—Rommel is unquestionably a bold and efficient desert fighter. In the certainty that he and General Auchinleck know more about the difficulties and possibilities of desert warfare than do armchair strategists at home, the wise man keeps silence even from good words. The faint-heart might be pardoned, when he read of the reoccupation of Agedabia, if he murmured that the history of Wavell's victory was repeating itself in Auchinleck's campaign. "Our light forces fell back. . . ." Where was our main body? Not in Greece, or Crete, certainly. Surely not on the way to Malaya? No, I doubt if even that first sad reflection could be justified for a moment. We know too little about Libyan conditions and the precise state of our available forces after the conquest of Cyrenaica. It is so easy to work out a desert campaign on a map. Rommel was pegged down between two points south of Sirte Bay. He is fed by a coast road running east from Tripoli. Very well. Send a strong force round the south-west of Rommel's position and cut his coast-road communications. So easy . . . on the map! But, in actualities, how about supply problems; how the nice calculation of available forces to resist a movement by Rommel's clearly reinforced army in strength west, east, or even south? How to get round him? Rommel has been badly mauled. At least we know now that he has never been decimated, as earlier optimistic reports suggested. And clearly he has some effective sources of supply for personnel, as well as material. It is "wait and see" for us here.

"Colder than of Late."—It has been cold. The Soviet delegation must have smiled at our little recent window-dressing of the winter scene. But it was the best we could do, and better than we usually do or have done for decades. It is ancient history now, and we may record, without risk of Censor's frowns, 6-ft. snowdrifts, foot-deep falls and temperatures of 35 deg. of frost. The true ground for smiling at Britain and her winter is not that it is a mere shadow of a Russian mild winter, but that, shadow as it is, we are totally incapacitated when it comes! Posts go, milk rounds go, newspaper deliveries fail and Home Guards cannot bicycle to their training-centres or go by cars to their courses. There are no snow-ploughs south of Trent, and no single authority who has a notion of snow-mindedness. Half a foot of snow holds the nation up in any outdoor effort, and that in wartime is specially improvident. It's ancient history now, and is unlikely to recur this winter. But cold winters are in fashion, and we should think ahead for 1943. Now it is "pipes to mend." The plumbers (who are like snakes in Eire) are proud and popular men, and most of us used dusters and handkerchiefs to stop our leaks, and all our basins were catching rivulets from ceilings. I sometimes think, in high politics and parish-pump affairs, we rely too much on our traditional immunity from the heaviest hardships of Nature, and from the (until recently) most grievous afflictions which mortal enemies can inflict. We are too trustful and complacent as regards all kinds of aggression still.

Goat Stories.—You recall the old story of the Wiltshire rustic who listened attentively to a lecture on Spiritualism in his village hall and at the end came up to the platform to give, on invitation, his personal experiences of relations with ghosts. He had hardly launched forth when it became clear that he was off the track, and the misunderstanding was cleared up by his admission "*Ghosts*? I thart ye said *goats*." Nowadays in our village, goat stories are the rage. We are concerned with our 1942 milk supplies. Juries of matrons sit continuously on young lady-goats, and our local "wise women" are in great demand on questions of obstetrics. "Expectant mothers" of the goat world occupy the back seats of our cars while paying visits to neighbours, and sit back like dowagers taking the air. "Marriages are arranged" on the telephone, and even our children prophesy and theorise about the success of these nuptials and the date when the brand-new milk-pail will be wanted. Goat manuals lie on every table, and the unmistakable odour of goat permeates the outbuildings and even the living-rooms of our homes. We live in hopes and goat aroma and great activity. We plan ahead with faith and oil-cake. Unlike the Wiltshire labourer, we are in no doubt that we are dealing with goats, not ghosts.

"A Voice."—Poetic indeed would be the justice (and, oh! what a merciful relief, what a triumph for dignity, in the opinion of many) if wireless propaganda killed itself by its own tricks. I have often tritely said that, just as he who takes the sword shall perish by the sword, he who uses the tongue as a sword shall be choked by his words. And it really looks as if it might be so with propaganda on the wireless. I think the Russians started the idea of the "Ghost" voice. The Germans have taken to it now, and, if this interruption gains in technique, it may very well sweep away in ridicule propaganda-broadcasts, good, bad and indifferent, from straight news-bulletins to sheer, clumsy lying. I sometimes ask myself what real effect on the events of the last two years 90 per cent. of the wireless talk has had. Has that 90 per cent. indeed produced victories for Hitler, allies for Hitler, benefits and friends for Britain? Has it benefited any country, weakened its enemy's effort, countered its enemy's objects? Can mere words ever compete with deeds? Can truth be even for a month submerged by the fog of misstatement? Where now are last month's prophecies and warnings by statesmen? Or last week's expositions of strategists and students of war? If the radio box-of-tricks burst itself by internal combustion, would we be a penny the worse, or the end of the war be more remote? I doubt it. Facts tell and nothing else, and, whatever doubts may be cast on the saw, *the truth will out*, and it gets out, too, as quickly as a bazaar rumour. When we sink 200,000 tons of Italian shipping in three weeks or so, we are apt to believe that the Italian people know nothing about it until we have told them *ad nauseam*. I fancy it is known in the villages of Lombardy the day after it happens. We are impatient because the fact does not instantly induce Italy to sue for peace. Why should she? When we perfect a new fighter or bomber; we are apt to think the Germans will not dread it or acknowledge our initiative until we have told the world exactly how it is made and armed. But I believe the new bird is appreciated in the Bavarian Alps the day it drops its first egg on Emden, and that in war surprise is better than advertisement, silence than blabbing, and truth and fact than lies and propaganda. Facts alone tell.

THE OLD STAGER

The LATEST from LIBYA

On This, and the Two Following Pages, we Give the Most Recent Official Photographs from the Eighth Army in the Western Desert

THE CONQUEROR OF BARDIA AND HALFAYA : Major-General de Villiers, M.C. (on left), with Lieut.-General Willoughby Norrie : the former was in command of the South Africans who forced the surrender of both these places

AFTER THE CAPTURE OF AGEDABIA : An Italian prisoner being searched by a British soldier after an engagement

BEDUINS OF THE LIBYAN DESERT REVEAL THEIR FINDS : The Beduins inhabiting the wadis of the vast Libyan battlefield have, on occasion, found German material which has proved of value to the British forces. Here some of them are seen revealing their finds to officers of the Eighth Army : the latter return to the Beduins odd clothing, blankets and other items likely to prove of use to them

BEDUIN NATIVES OF CYRENAICA WATCHING BRITISH SOLDIERS searching the wadis for stray enemy soldiers in hiding amongst the desert ravines

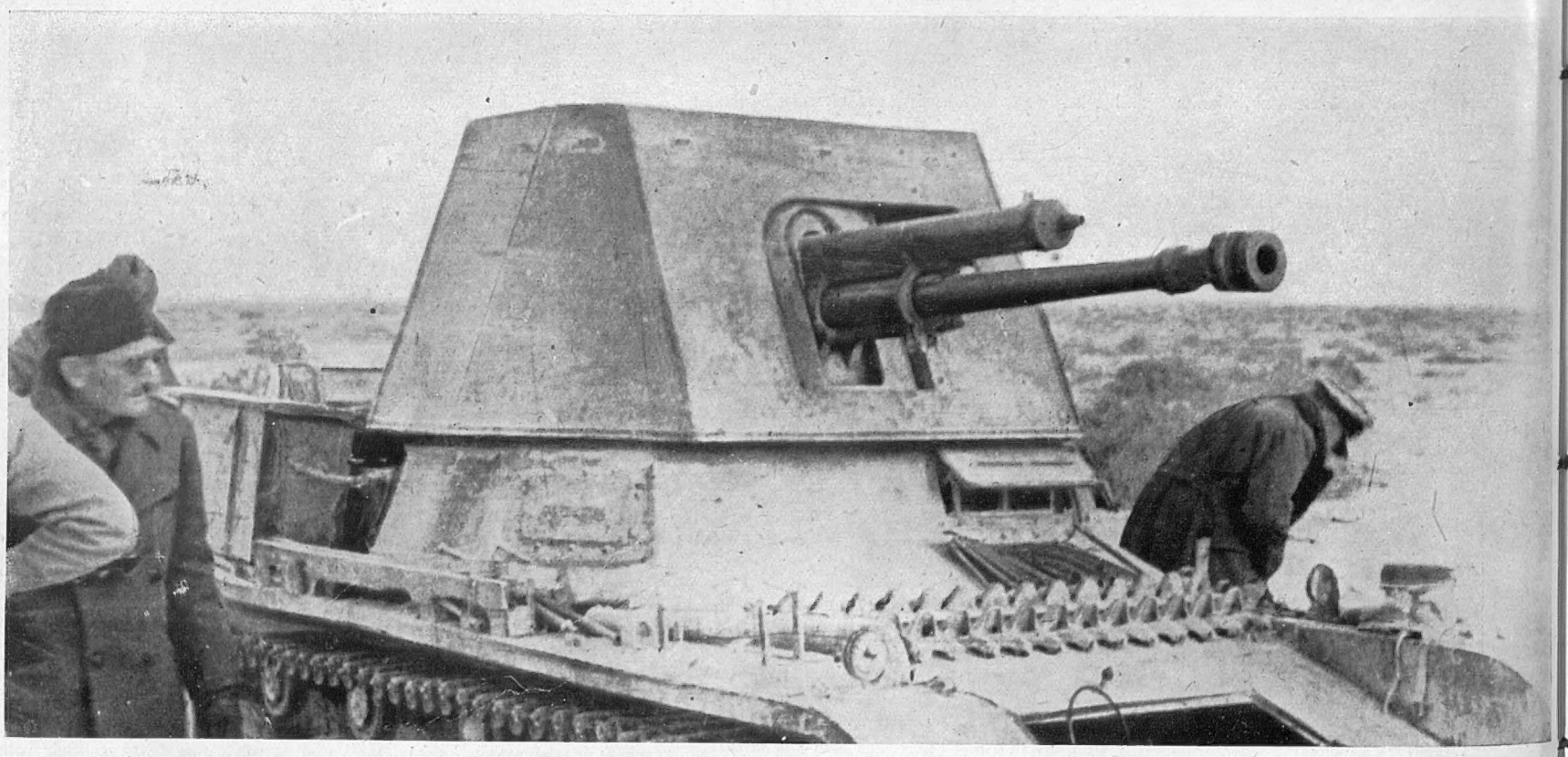
"TARGET FOR TO-DAY"—An R.A.F. scene in Libya : Tribute has recently been paid to the "happy marriage" accomplished in the Middle East campaign between the R.A.F. and the Army. An equally important factor in the success of the Allied bomber squadrons operating in the desert is the fine spirit of co-operation maintained between the respective crews. In this picture an R.A.F. Wing Commander is seen delivering a little informal homily to his flying comrades before they take off for a raid

A SCENE IN THE RECAPTURED TOWN OF BARCE : On the arrival of the British troops in the town of Barce, local natives were able to show their resentment of the methods of the Italian police who were still left there. The above picture shows one of the policemen (on right) adopting a threatening attitude towards one of the objecting natives

THE LATEST FROM LIBYA *(continued)*

THE UNPRECEDENTED WEATHER IN THE LIBYAN DESERT, WHERE HEAVY FLOODS HAVE SERIOUSLY HAMPERED THE BRITISH ADVANCE: R.A.F. personnel baling out their camp after the torrential rains which have converted parts of Cyrenaica into a morass

Not for twenty years have there been weather conditions in Libya similar to those of the past few weeks. It is the weather, more than any other factor, which prevented General Ritchie from carrying out his declared plan of eliminating totally the forces of General Rommel: the rain, the swamps, the sandstorms—all combined to hold up offensive operations by the Eighth Army and allowed the enemy to gain his second wind. In some places the desert has been converted into a morass of slimy mud over which it has not been possible for the heavier tanks to manœuvre



THE FIRST PICTURE OF A "SECRET WEAPON" EMPLOYED ON THE GERMAN TANKS IN LIBYA

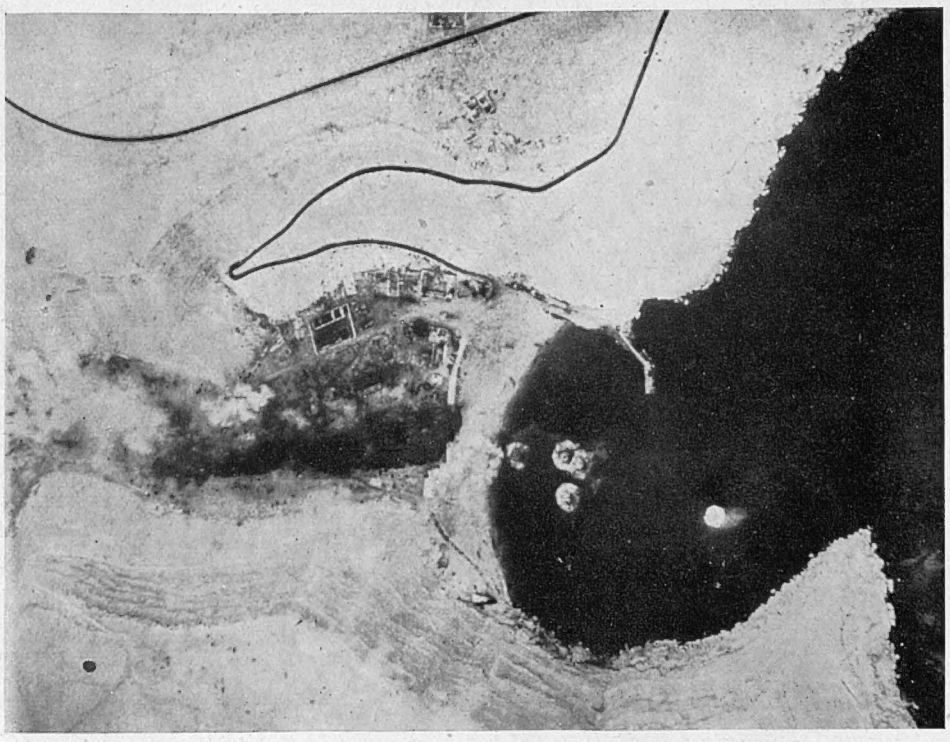
It has just been revealed that Germany has been using a "secret weapon" in her tanks in Libya. To the outward view, the tanks are ordinary Mark I vehicles: actually, their armoured turrets have been cut off and replaced by thin metal shields. Behind these shields, guns of heavy calibre were mounted, with a maximum range of about 5,000 yards and firing armour-piercing shells. The machines were thus transformed from tanks into mobile artillery, and they were used during the desert clashes to cover the advance of other German tanks armed with more normal tank guns. The superior fire-power of these land-cruisers was, however, counteracted by the speed and greater manœuvrability of the British and American tanks

A NETWORK OF WHEEL AND CATERPILLAR TRACKS LEFT IN THE SOFT SANDS OF THE DESERT by the British mechanised forces during their pursuit of retreating Axis columns. On the left is a tank which was put out of action during an engagement at this spot

IN SUPPORT OF THE LAND FORCES, ENEMY SHIPPING IS AGAIN AND AGAIN ATTACKED by R.A.F. bombers of the Mediterranean Command: Here is a sailing vessel of the Axis discovered trying to run the blockade and undergoing attack from the air

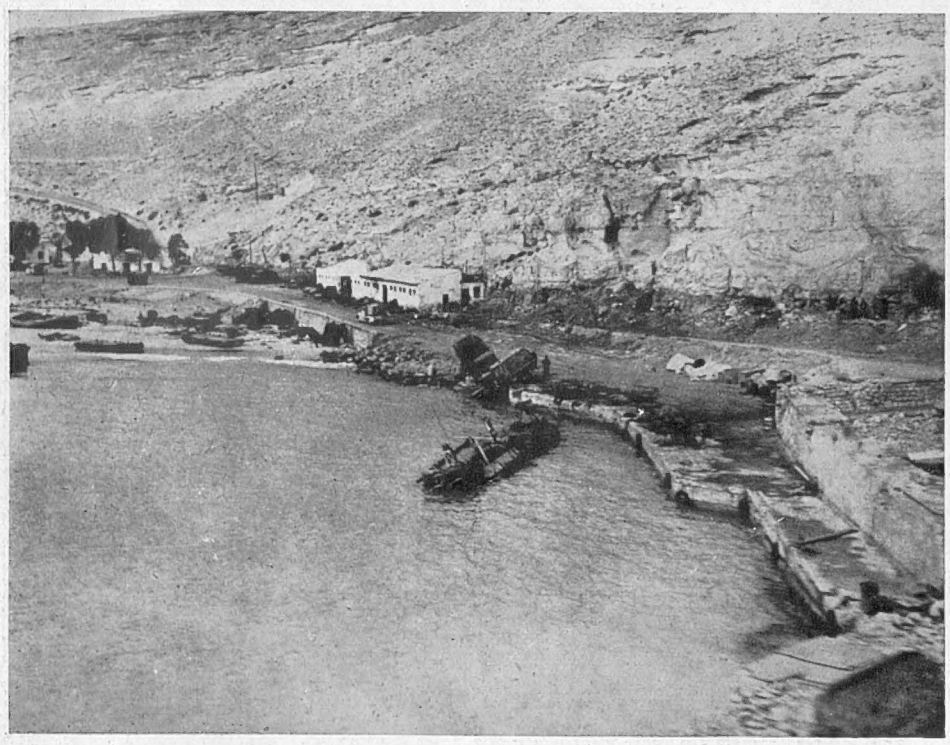
The R.A.F. have supported the Eighth Army, not only in the campaign on land in Libya itself, but also by attacks on Rommel's supply ports in Southern Italy and Sicily, and on Axis vessels in the Mediterranean. So effective have these attacks proved, that Mussolini is now hard put to it to find sufficient shipping for his supply routes to North Africa: in consequence, sailing vessels of the type seen in the above picture are now being used to slip across the troubled waters. This hazardous operation has usually been attempted only under cover of darkness. Judging by the cloud of flame and smoke in which this ship is enveloped, it seems doubtful whether the vessel above will ever sail the waters of *Mare Nostrum* again!

BARDIA, BENINA, BENGHAZI . . .



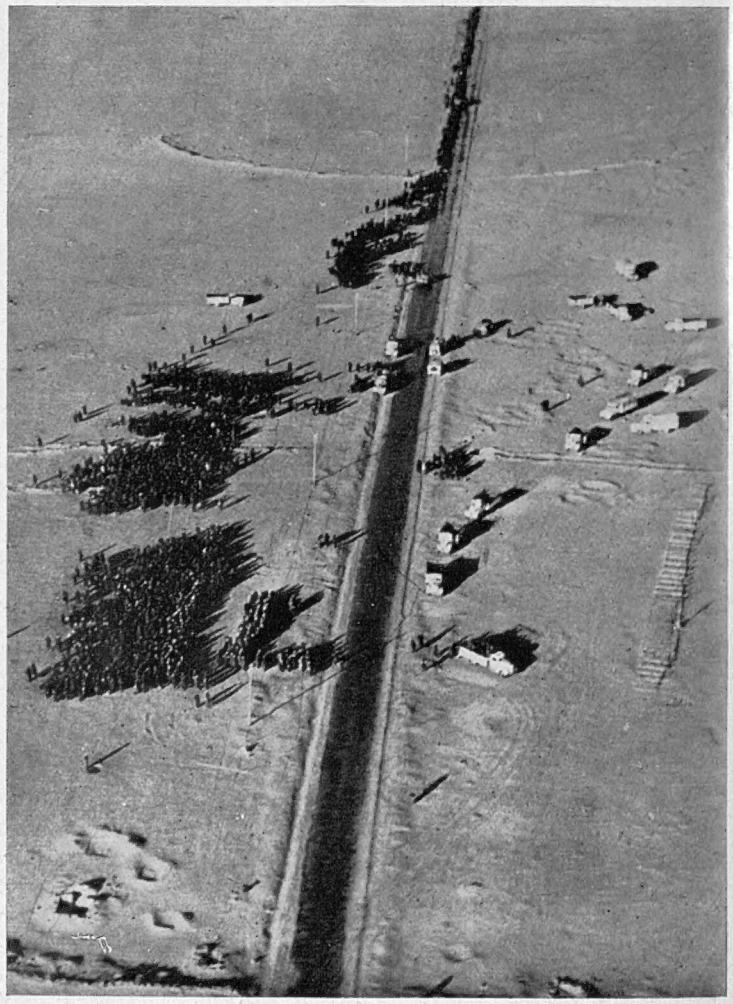
AN AIR RAID ON THE HARBOUR OF BARDIA IN PROGRESS by planes of the South African Air Force: A remarkable air view from directly overhead. The thick black line in the picture is a twisting road leading down to the sea and jetty

THE TOWN OF BARDIA STANDS ON A HEADLAND OVERLOOKING THE SMALL BAY. Most of the buildings were severely damaged by land and naval bombardment and by air bombing



THE HARBOUR AT BARDIA AT THE FOOT OF THE CLIFF: The wreckage of Axis shipping is strewn all along the shallow waters of the small bay. The majority of the wrecks are of small supply vessels which attempted to bring succour to the beleaguered Axis forces

HOW THE SURRENDER WAS ANNOUNCED: The white flag is raised above a gun-pit within the enemy's defence line



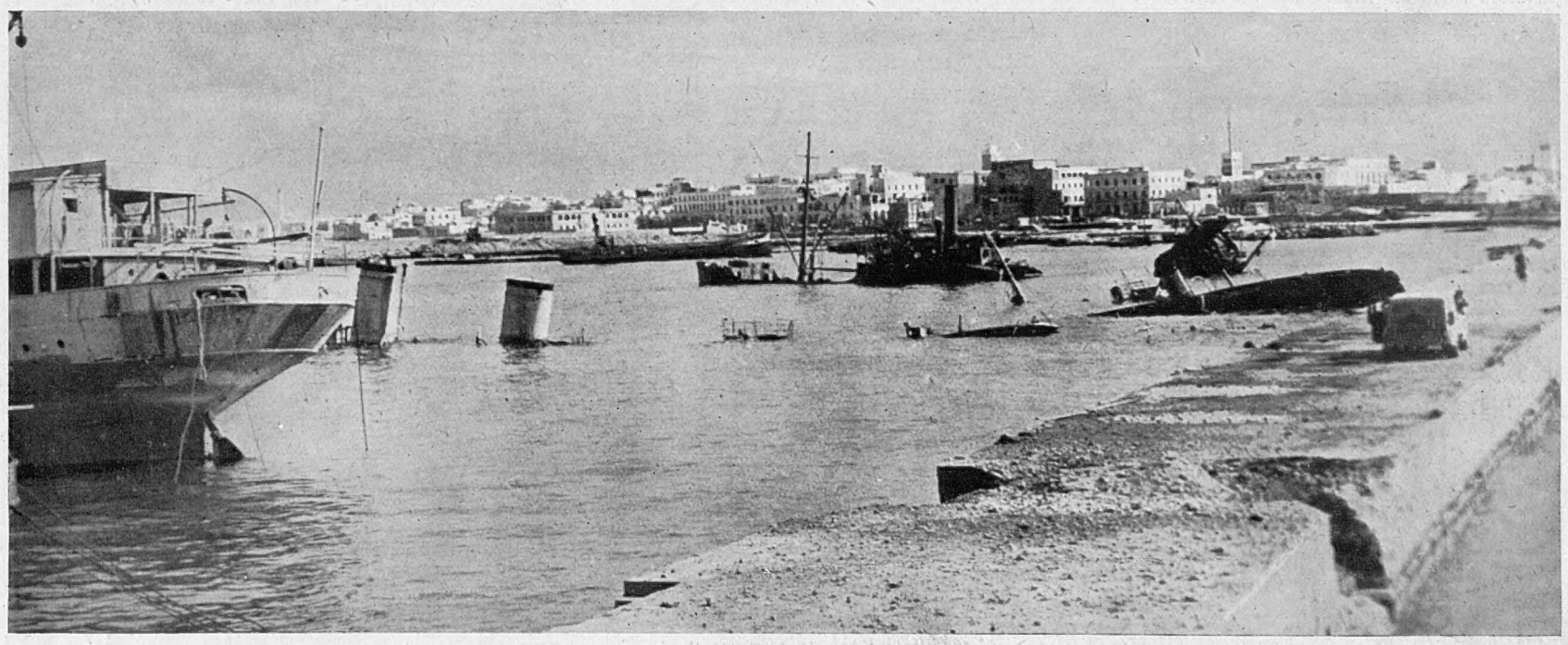
AXIS PRISONERS CONCENTRATED OUTSIDE BARDIA and awaiting attention by the British forces: Bardia was captured on January 2, 1942, after two nights of heavy bombardment by a South African Division under the Command of Major-General I. P. de Villiers, M.C., supported by British tanks, and British and Polish artillery, and by naval bombardment of the town from the sea. Major-General Schmidt, the German commander of the Axis forces, motored into the British lines and surrendered—this being the first occasion on which a German General has surrendered during the present campaign. Bardia yielded some 7,500 German and Italian prisoners, while a thousand of our own soldiers—mostly New Zealanders—were rescued from captivity. The treatment of the latter by the Italians was denounced in the most scathing terms by Mr. Oliver Lyttelton after he had paid a visit to the front and talked with many of the released New Zealand prisoners

ITALIAN SAILORS CAPTURED IN THE FALL OF BARDIA: Most of them are carrying rolls of bedding—a picture taken whilst the men were on their way to a concentration centre outside the town

BRITISH AND NEW ZEALAND SOLDIERS DANCE FOR JOY: These men had been held prisoners for five weeks. When the news of their release reached them, they expressed their delight by dancing in the open to music supplied by an Italian gramophone

THE FIRST GERMAN GENERAL TO SURRENDER: Major-General Schmidt, in command of the Bardia forces (with sand goggles), talking to General de Villiers, in command of the South Africans. On the right are two Italian officers who accompanied Schmidt

A SCENE OF DESOLATION AT BENINA AERODROME: This aerodrome near Benghazi was the scene of unremitting attack by R.A.F. bombers. For weeks landing-ground, sheds and aircraft were bombed; and when finally occupied by our troops, numbers of wrecked aircraft, unused bombs and drums of petrol were found abandoned by the enemy



A VIEW OF THE HARBOUR OF BENGHAZI AFTER THE BRITISH RE-ENTRY INTO THE CYRENAICAN CAPITAL

Since we were forced to abandon this town last year, when Rommel made his lightning attack on General Wavell's reduced forces and advanced right up to the Egyptian frontier, Benghazi has been subjected to some hundreds of concentrated air attacks by the R.A.F. Grim evidence of the devastation wrought by these raids was available when our troops re-entered the town for the second time recently: in the harbour lies the wreckage of scores of Axis vessels which had been employed in running in supplies to the hard-pressed Axis troops. The town itself has not suffered such severe damage, because—unlike the *Luftwaffe*—the R.A.F. did not set out to terrorise civilians, or to destroy their homes!

HOW THE JAPANESE ARMY FIGHTS TO-DAY . . .

JAPANESE TROOPS CROSSING A WIDE RIVER ON HAINAN ISLAND : A light footbridge has been built and largish river-boats are also being used. The soldiers are evidently quite at ease in this type of aquatic warfare and well equipped for the tasks they are called upon to fulfil—evidently an excellent training for their present campaign in Malaya !

The pictures reproduced on these pages come from widely different parts of the Far East—Manchukuo, China, Indo-China and the present battle-zones in the South-West Pacific. All show different aspects of the Japanese Army of to-day, and its manner of waging war in the modern style. For some years now the Japs have been able to perfect their military machine from actual lessons learnt in the war with China. The hardiness and personal bravery of the Japanese soldier are not to be denied, nor his resourcefulness in the style of sub-tropical warfare now being waged in the Malayan jungle and amongst the Pacific islands. These pictures will have served their purpose if they bring home to British readers the fact that the Yellow Army is no longer a force which can be driven back with sneers or with studied disparagements !

JAPANESE INVASION TROOPS IN THE PACIFIC : A picture taken during the present campaign amongst the innumerable islands of the South-West Pacific—although the exact spot is not stated. The troops have just leapt from their landing-barges and are hauling their equipment ashore

THE TYPE OF MEN WHO ARE WAGING WAR AGAINST THE U.S. AND BRITAIN : Another picture from the South-West Pacific. These men are Japanese marines, aboard one of their special invasion-barges. The diversity of types is particularly interesting : the marines are considered to be of a higher standard than the ordinary Japanese soldier

THE EQUIPMENT OF THE JAPANESE INFANTRYMAN and his physical capabilities in the field : The training of the soldiers of the Japanese Army is a strenuous one. His endurance is considerable, and his physical requirements (including food) very few ! The great value of the picture reproduced here is the manner in which it illustrates the equipment and arms of the average soldier. It will be noted that included in each man's kit is an entrenching tool : and it will further be noted that the uniforms appear to be stout and serviceable

THE JAPANESE ARE ADEPTS AT STREET FIGHTING, where their personal bravery shows up to good advantage. This picture was taken during their campaign in China, and shows Jap infantry advancing under cover of a smoke-screen into a Chinese stronghold

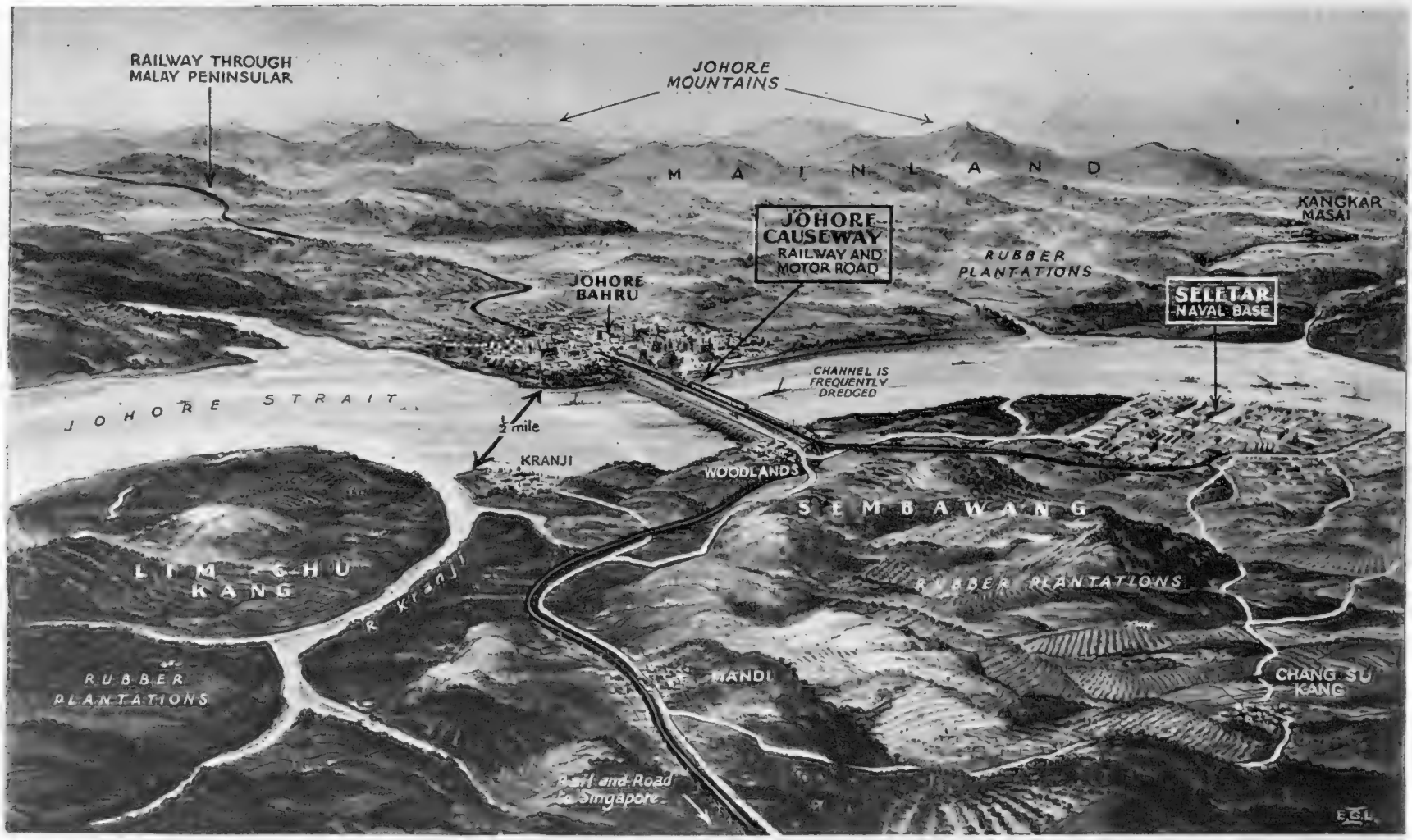
IMPROVISATION IN ATTACK : Using a hand-made ladder, a Japanese advance guard scales the wall of a fortification in China under smoke cover, whilst his comrades guard him from behind

JAPANESE TROOPS CROSS A SWIFT-FLOWING RIVER IN MOUNTAINOUS COUNTRY : The infantry are protecting their packs and equipment under ground sheets and leading mules with ammunition and supplies. On the farther bank they are forming up in companies to aid in the assault on their enemies' positions. River crossings of this sort do not perturb the hardy Japs

FROM SAIGON, IN FRENCH INDO-CHINA : Japanese soldiers haul light field-artillery through the streets of the capital, bound for their new garrisons in the southern sections of the country

JAPAN HAS OF LATE DEVELOPED A CAVALRY ARM : Since her expansions in Manchukuo, the Army has developed this arm, to cope with bandits and also to be ready in the event of a clash with Russia, whose irregular cavalry are famous for their prowess

WITH THESE TANKS JAPAN CAPTURED GUAM : This picture comes from that Pacific island, now in enemy hands. Behind the tanks come the motor-cyclist detachments familiar to us from pictures of the German Army in France and Russia



THE ISLAND BASE OF SINGAPORE, where the vital Johore territory approaches the water barrier formed by the Johore Strait. There is only one road across this, by way of the now famous Causeway, shown in the above view—*Drawing by E. G. Lambert*

In this bird's-eye view (and the adjacent one on the next page) the reader is looking northwards from above the centre of Singapore Island towards the Johore State which lies immediately to the north of the Strait. The latter is from half a mile to a mile in width, and forms a natural "tank ditch" of no mean quality. In the centre of the view is shown the one connecting-link—the Johore Causeway (of which two other views are shown on this page), which provides the only road and rail communication between mainland and Island. The small town of Woodlands lies at the southern end of the Causeway, and Johore Bahru (capital of Johore State) at the northern. Johore Bahru is a town of some size, with a good many modern amenities. It has a water-front on the Strait, and is backed by a stretch of low-lying country traversed by the railway before it reaches the higher ground of the Johore foothills. A large proportion of the 9,000 square miles of the Johore State is covered with profitable rubber plantations. The recent aim of the defence was to keep the Japanese out of this territory, so that the Island of Singapore should not come under direct artillery fire. The Causeway itself was opened as recently as 1923, after four years of hard work and an expenditure running into millions of pounds. For any other than small craft (for which there is a small passageway on the Johore side) there is no through passage. If it ever comes about that the Japanese approach this vital spot, it will be impossible to destroy the Causeway completely, owing to its solid nature! It is worthy of note that, in addition to the road and railway across the Causeway, it also bears a water pipe-line from the reservoir in Johore State—although the Island is not entirely dependent on this supply

MAJOR-GENERAL GORDON BENNETT, who is in command of the Australian Forces in Malaya. It will be remembered that the Japanese claimed him as a prisoner some weeks ago, only to find that he was very active in the operations against them!

THE FAMOUS CAUSEWAY, which connects Singapore Island with Malaya: This is the sole link with the mainland. It is 60 ft. wide, and it carries a modern road 26 ft. wide, a double railway track and a water pipe-line from the Johore hills. It is just under 3,500 ft. in length, took four years to build, and is made of solid granite; the cost of its construction was very great. The Causeway is *not* a bridge

THE GREAT RESERVOIR IN JOHORE STATE, from which Singapore gets some of its water: This reservoir lies about 19 miles north of the Causeway, on the mainland. The Japs claimed that the water pipe-line from here had been cut some days ago. Singapore is not dependent on this supply, however, as there is an alternative on the Island itself

ANOTHER VIEW OF THE VITAL LINK across the Strait of Johore, near the Naval Base at Seletar. Dredging operations are constantly going on in its vicinity

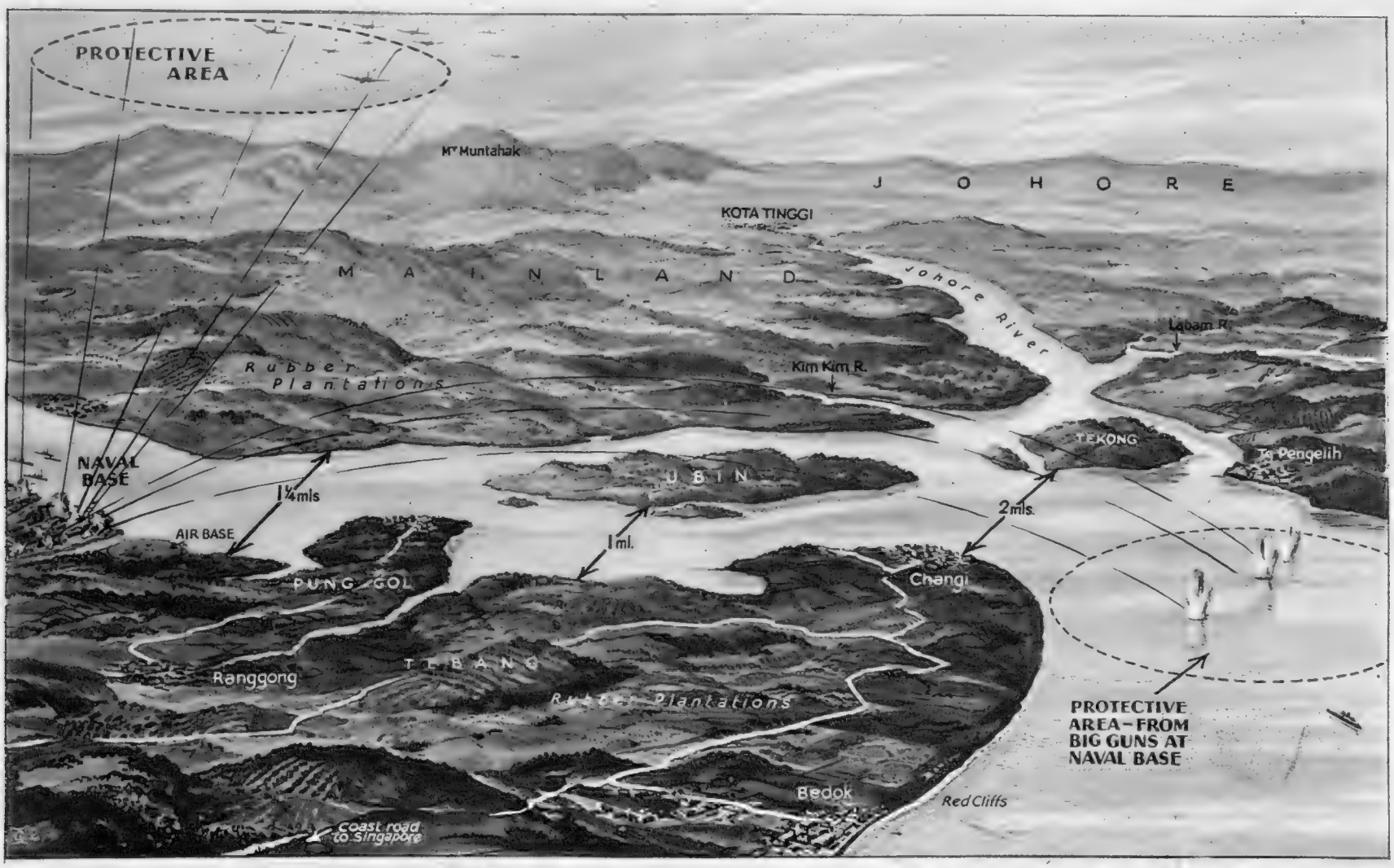
The ISLAND of SINGAPORE, and its FAMOUS CAUSEWAY

Pictures of the Island, its Naval Base at Seletar and the Strategic Strait of Johore

AN EVACUEE VILLAGE BUILT FOR THE MALAYS AT SINGAPORE: This unusual little town was built near Singapore for emergency occupation by Malays evacuated from the coastal areas. Although conditions might appear idyllic from this picture, it is not unlikely that the whole of this area is now vitally affected by the rapid advance of the Japanese down the Malayan Peninsula

A VIEW OF THE ROADS, CROWDED WITH SHIPPING: Cross-roads of the Orient, the roadsteads are always crowded with shipping of all descriptions; and harbour and warehouses are crammed with valuable merchandise

WHERE THOUSANDS OF NATIVES LIVE IN SINGAPORE: A view of the waterfront from the Anderson Bridge, showing some of the hundreds of native craft lined up near the native quarter, with Port Canning in the distance



THE POSITION OF SINGAPORE'S NAVAL BASE AT SELETAR, in relation to the natural water barrier separating the island from the mainland—*Drawing by E. G. Lambert*

This view is also taken from the island, looking northwards from a line running through its centre. It emphasises the fact that the highly fortified naval base occupies only a small area relatively to the 217 square miles of the island itself. The Johore Strait widens in this eastern area, but part of its water area is taken up by Ubin Island, where the width is one mile. Opposite Tekong the width increases to two miles. In addition to the two narrow waterways to right and left of Johore city, there is the wider Johore River thrusting back into the Malayan Peninsula down which a Japanese attack by boat might be developed. On the other hand, the guns of the naval base should be able to sweep a large proportion of both land and water to the east of Seletar, which is here shown on the extreme left. In its immediate vicinity is the air base: in the days before the Japanese attack the big guns on the Island were constantly practising

FIGHTING IN THE FAR-EASTERN JUNGLES

A ROAD THROUGH PRIMEVAL FORESTS IN SUMATRA: One step off the road and the traveller plunges into a choking and almost impenetrable jungle

The theatre of war in the south-west Pacific provides physical conditions for the fighting men which must be amongst the most onerous in the world. Dense jungle, swift-flowing streams, rice-fields under water, rubber plantations—all these hamper the free movement of troops and make tactical manœuvre a difficult and laborious business. In addition, there are the acute discomforts of climate—the steamy heat, insects, poisonous snakes and jungle beasts—and the fevers and illnesses which accompany over-exertion in the Tropics. It is quite easy to understand, from the pictures reproduced here, how—in certain areas—a departure from the roads and trackways is almost impossible for large bodies of men: in some places, one step off the road and a man is swallowed up by the rank, choking jungle!

IN THE BURMESE JUNGLE: Where a rattan-cane bridge built by the natives is the only way in which the swift-flowing stream below can be crossed. Imagine a modern army, with all its impedimenta, having to depend on flimsy structures like this!

THE RICE-FIELDS OF MALAYA: With the thick mists rising from the waterlogged earth. These fields are found everywhere

DENSE JUNGLE, WINDING RIVER AND CULTIVATED PATCHES SIDE BY SIDE: This is part of the geographic pattern of much of the present fighting area in the south-west Pacific region. The picture above was taken at the edge of the great virgin forest-land on the island of Sumatra

THE DENSE RUBBER PLANTATIONS OF MALAYA: Where the trees grow close together, casting gloomy shadows over wide areas

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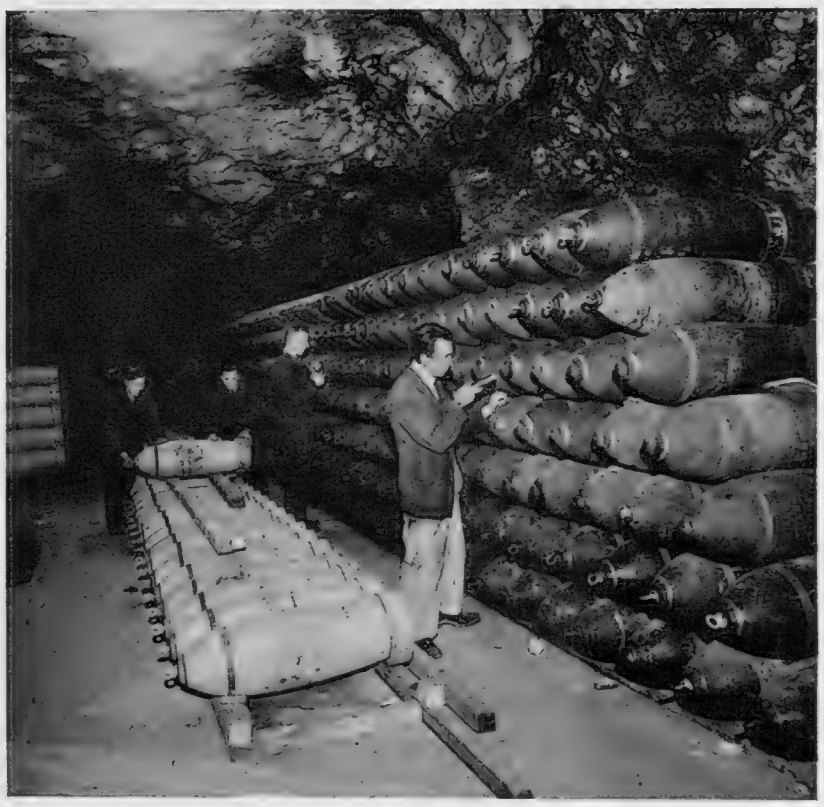
BOMBS BELOW GROUND

Where They Are Stored in Galleries Hundreds of Feet Down Until Wanted by the R.A.F.

Little is heard of the Maintenance Command of the R.A.F., as their work is not of the spectacular kind. It is none the less of vital importance, concerned as it is with the intake of all the material from the munition factories. The Maintenance Command might be described as the "wholesalers," ready to supply anything from a split pin to a complete aircraft: their job is to supply all the requirements of the local stores on the various R.A.F. stations throughout the country. An interesting part of the activities of the Maintenance Command is the storage of the huge reserve of bombs of all sizes. These are kept in the bowels of the earth, where huge tunnels have been bored out of the rock so that they can be stored in coolness and in safety. In point of fact, the storage spaces shown in this series of pictures are the galleries of a disused mine, some hundreds of feet below the ground. Similar storehouses have been made at various parts of the country

THE MINIATURE RAILWAY WHICH RUNS INTO THE MINE where the bombs are stored: It was formerly used for the transport of minerals

BOMBS OF 1,000 LB., STORED DEEP BELOW THE GROUND: They are an earnest of what Germany may expect as our offensive by air grows

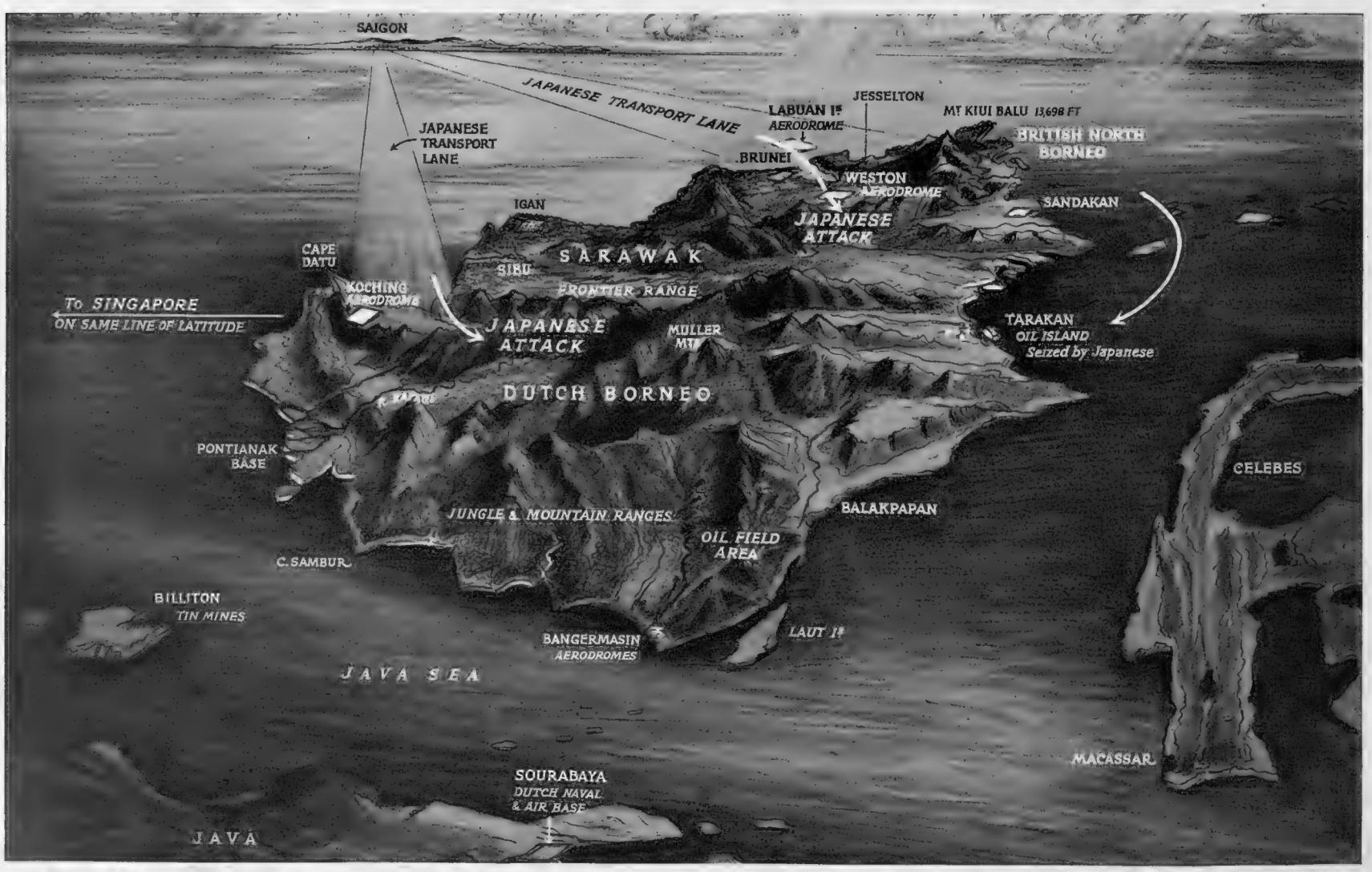


MEN EXAMINING AND STACKING 500-LB. BOMBS: The fuse-caps and fins will be added to the bombs later, as desired

THE FINS FOR THE BOMBS ARE STORED IN METAL CONTAINERS: As these are not required until later, and as they are protected from the weather in large canisters, the fins can safely be stored out in the open, as above

ROLLING THE 500-LB. BOMBS INTO THEIR RACKS in the underground galleries of the disused mine where they are stored. The bombs are quite safe to handle at this stage!

JAPAN'S BASES in the SOUTH-WESTERN PACIFIC: With Special Reference to the Island of Borneo



JAPANESE NAVAL STRATEGY IN RELATION TO BORNEO: After the seizure of Tarakan Island, the Japanese have invaded the island in two main streams, as indicated in the special "Sphere" drawing above.—*Drawing by Percy Home*

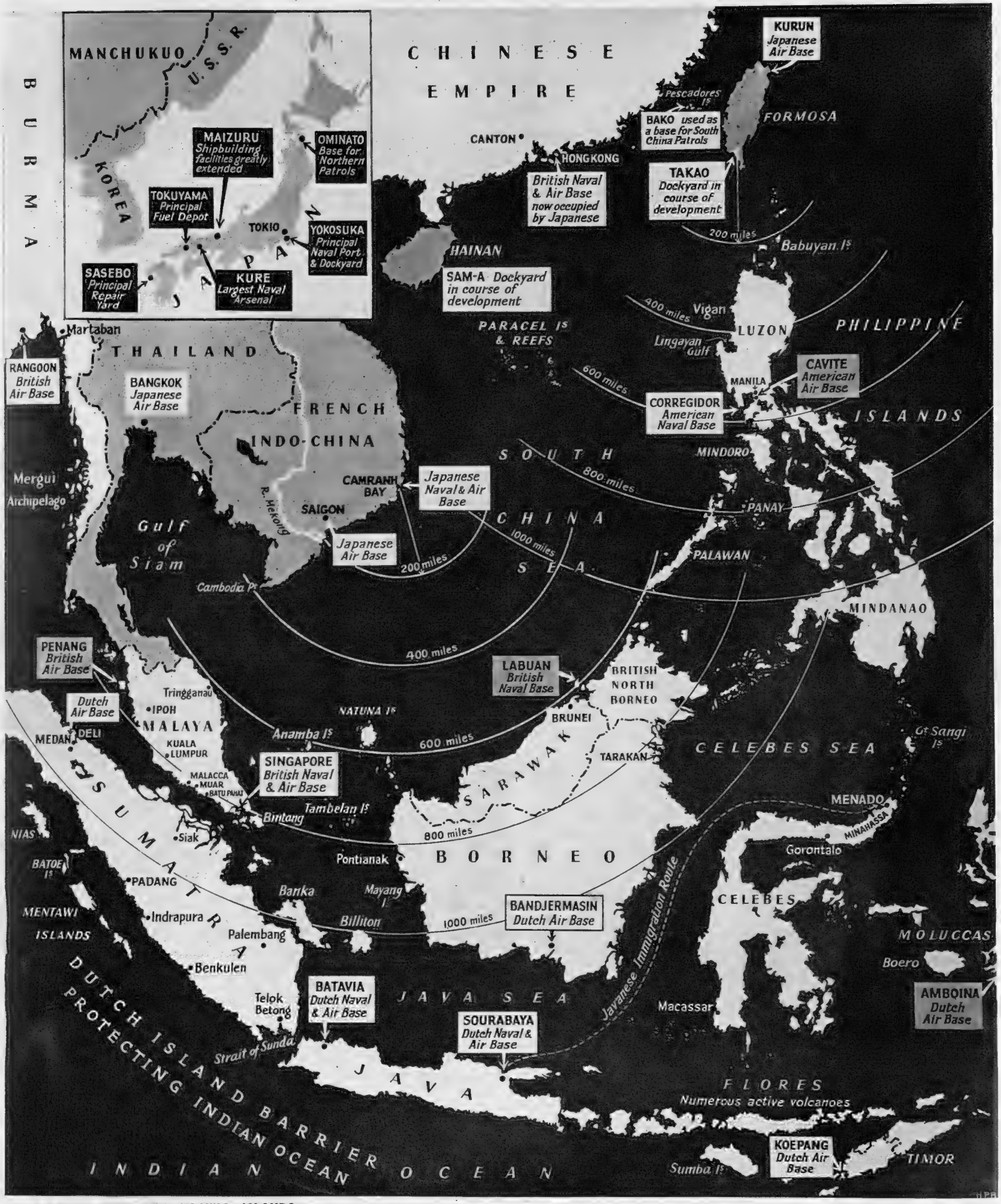
VICE-ADMIRAL E. E. L. HELFRICH, under whose command the Dutch Sea and Air Forces have already inflicted severe losses on the Japanese

While large Japanese forces have been pressing down through the Malay Peninsula, a penetration of Borneo, the third largest island in the world, has been taking place. The two main streams of invasion have apparently been coming from the direction of Saigon, which is one of the most conveniently-placed bases in the enemy's hands. The invasion, which has been taking place by means of transports, heavily protected by naval escorts, has followed the two main streams here indicated. They lie between the horns of the north-western shore of Borneo—between Cape Datu, on the south-west and the northernmost tip of the island where Mt. Kiui Balu (or the Chinese Widow) towers to 13,698 ft. Both British and Dutch territory has been invaded, for in addition to the invasion at southern Sarawak, where Kuching aerodrome provides an air base, and at Labuan Island and the Weston aerodrome district, the Japanese recently secured a footing on Tarakan, the island rich in oil-wells, which lies off the eastern coast of Dutch Borneo. Fortunately, the Dutch garrison was well prepared for this move on the part of the enemy, and the whole of the plant was put out of action before the enemy gained possession. A still greater lure for the enemy is probably the much larger oil areas farther south, between Balakpapan and Banjermasin. The occupation of the island will probably be attempted by way of the coast, from which the Allied forces have had to retire

SANDAKAN, CAPITAL OF BRITISH NORTH BORNEO, which has an excellent harbour, a local wireless-telegraph system, and is the terminus of a railway. It was founded in 1880

SECOND TOWN IN SARAWAK is Sibu, which is on the Rejang River at its junction with the Ibau River. It is the clearing station for the great quantities of valuable inland produce from the White Rajah's domain in Borneo

JESSELTON IS THE HEADQUARTERS OF THE ADMINISTRATION in British North Borneo. It is a pleasant spot, lying on the western coast, almost opposite to Sandakan



WARFARE AMIDST THE PACIFIC ISLANDS—ONE OF THE STRANGEST BATTLEFIELDS IN WHICH MAJOR FORCES OF FIRST-CLASS POWERS HAVE EVER BEEN ENGAGED!
This map shows all the principal air and naval bases in the Far East, and the distances from the Japanese bases at Formosa and Camranh Bay

The area included in the above map covers one of the strangest war areas ever fought over, consisting as it does of a number of islands, including Borneo—third largest in the world—and descending to unnumbered coral islets.

The principal naval bases operated by the Japanese in this area are indicated in the big map above: these are—**Yokosuka,** Japan's chief naval port and dockyard, situated at the entrance to Tokyo Bay, which possesses large building and repair facilities: it also contains the majority of the technical schools; **Kure,** in the Hiroshima Prefecture on the northern shore of the Inland Sea: it has building and repair facilities on the same scale as Yokosuka; it contains the Hiro Arsenal, the largest in Japan, and also the Submarine School; **Maizuru,** in the Kyoto Prefecture on the Japan Sea coast. Building facilities have been greatly expanded here during the last two years and are now not far short of those at Yokosuka and Kure; **Sasebo,** in the west of Kyushu. Here the building facilities are on a smaller scale than at the above three yards: it is regarded as a principal repair yard. The four naval bases above all have yards which are capable of building all types of war vessels.

The secondary dockyards, located at various points in the Pacific, are as follows: **Ominato** is on the southern side of the Tsugaru Straits, and is the base for Japanese Northern Patrols; **Bako,** in the Pescadores, is used as a base for the South China Patrols; **Takao,** in Southern Formosa, is in course of development; as is also **Sam-A,** in Hanian Island. These yards contain only minor repair facilities and are designed for the maintenance of local forces. Ships requiring large repairs must go to one of the principal yards.

Tokuyama, in the Yamaguchi Prefecture, at the western end of the Inland Sea, is the principal fuel depot and has no repair facilities.

In Indo-China, the French naval base is Saigon; but the Japanese Navy is establishing itself at **Camranh Bay.** This is a large defended anchorage comparable to Scapa Flow; but, up to a few months ago, it had no facilities for the maintenance of a fleet. The Japanese have probably provided repair and storage facilities.

THE NEW CRUISER WHICH HAS JUST JOINED THE AMERICAN NAVY: The *Atlanta* is a 6,000-ton cruiser which was commissioned on December 24, Christmas Eve—a fine present for the U.S. Navy! Following American custom, however, the vessel will not really be complete for actual service until early this year. The picture above was taken during a trial run and shows, in particular, the high angle of fire of which both forward and after guns are capable. She cost 13,000,000 dollars without her armament, and has a designed speed of 38 knots. It has been stated that she is actually capable of a speed equal to 50 land miles per hour! Note the square stern

The UNITED STATES NAVY GROWS

The Remarkable Expansion Which is Now Taking Place in All Classes of War Vessels

By FRANCIS McMURTRIE

A REMARKABLE programme of new construction has been undertaken by the United States Navy, which, when completed, will much more than double its present strength.

There are already under construction or on order 15 new battleships and 6 battle-cruisers, in addition to which 7 or 8 more battleships have now been authorised. Eleven aircraft-carriers, about 6 escort aircraft-carriers, 8 heavy cruisers, 40 light cruisers, about 190 destroyers, 73 submarines and large numbers of motor torpedo-boats, submarine-chasers and auxiliaries of all kinds are also in hand, with additional tonnage projected.

It is not generally appreciated that American warships are named on a definite system. Battleships are called after States of the Union, as, for example, the *Washington* and *North Carolina*, completed quite recently; battle-cruisers after overseas territories, such as Alaska and Puerto Rico; aircraft-carriers after battles or historical naval vessels, e.g., Ticonderoga, Bon Homme Richard; cruisers after cities, such as Biloxi, Wilkes-Barre; destroyers after naval officers and ratings, Secretaries of the Navy, Members of Congress and inventors, such as Hilary P. Jones, Abner Read, Edison, David W. Taylor; submarines after fish and marine creatures, examples of which are Wahoo, Croaker, Haddock, Paddie, Pogo, Puffer, Rasher; minesweepers and submarine rescue vessels after birds, typical instances being Chacaloca, Chewink, Lorikeet, Tapacola, Bobolink; gunboats after small cities, as Tulsa, Erie; river gunboats after islands, e.g., Oahu, Tutuila; submarines after pioneers in submarine development—Bushnell, Fulton; repair ships after mythological characters, such as Medusa and Prometheus; oilers after rivers, Kaskasia and Tippecanoe being two of the least known on this side of the Atlantic; store and cargo vessels after stars, recent examples being Algorab and Betelgeuse; destroyer tenders after natural areas of the U.S.A., e.g., Dixie, Yosemite; large seaplane tenders and escort aircraft-carriers after sounds and islands, such as Currituck, Pocomoke, Long Island; small seaplane tenders after bays, straits and inlets, as, for instance, Mobjack and Yakutat; ammunition ships after the ingredients of explosives, such as Nitro and Pyro; transports after officers of the Marine Corps.

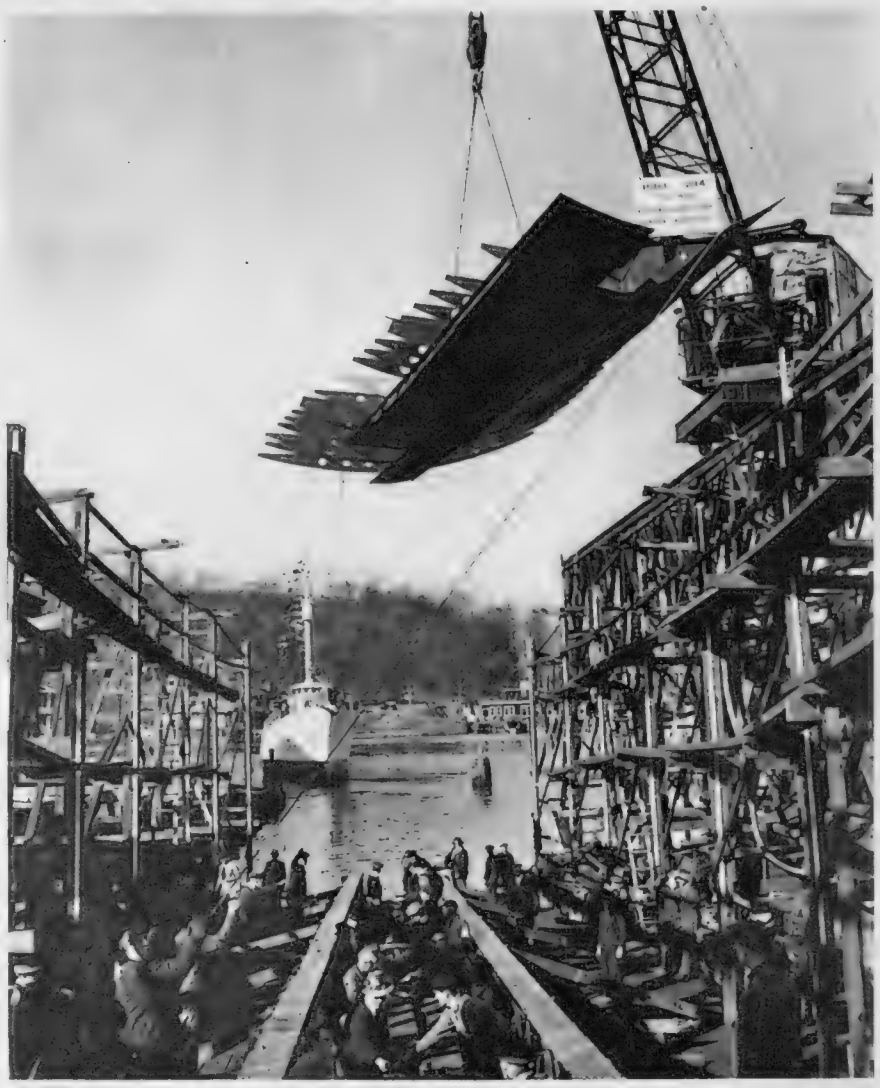
There are six 35,000-ton battleships of the Washington class, already mentioned. In addition to the two named as complete, four others have been launched, the *South Dakota*, *Indiana*, *Massachusetts* and *Alabama*. Two of these should be ready in 1942, and two in 1943. Six more battleships of 45,000 tons, the Iowa class, are also building, and it is hoped that the first two will be delivered next year. Five even bigger battleships, the Montana class, of 58,000 tons, are in hand, and it is just possible that the first two may be finished before the end of 1944.

Very little is known of the six battle-cruisers of the Alaska class ordered in September 1940. They are believed to be ships of 27,000 tons, with an armament of six 14-in. guns and a speed of 35 knots.

Eleven new aircraft-carriers of the Essex class, now under construction, will displace at least 25,000 tons, and will also be very fast, 35 knots being reported as their designed speed.

Especial interest attaches to the so-called escort aircraft-carriers, six or seven of which have been, or are being, converted from merchant-ship hulls. The first of them is the *Long Island*, formerly the motor-ship *Mormacmail*, of the Moore McCormack Line. She is capable of carrying thirty fighters for the protection of Convoys.

Cruisers in hand include 8 of the Baltimore class, of 13,000 tons, armed with nine 8-in. guns; 32 of the Cleveland class, of 10,000 tons, mounting twelve 6-in. guns; and 8 of the Atlanta class, of 6,000 tons, mounting at least twelve, and possibly sixteen, 5-in. guns, with a very high degree of elevation, so that they are capable of being used against either aircraft or ships.



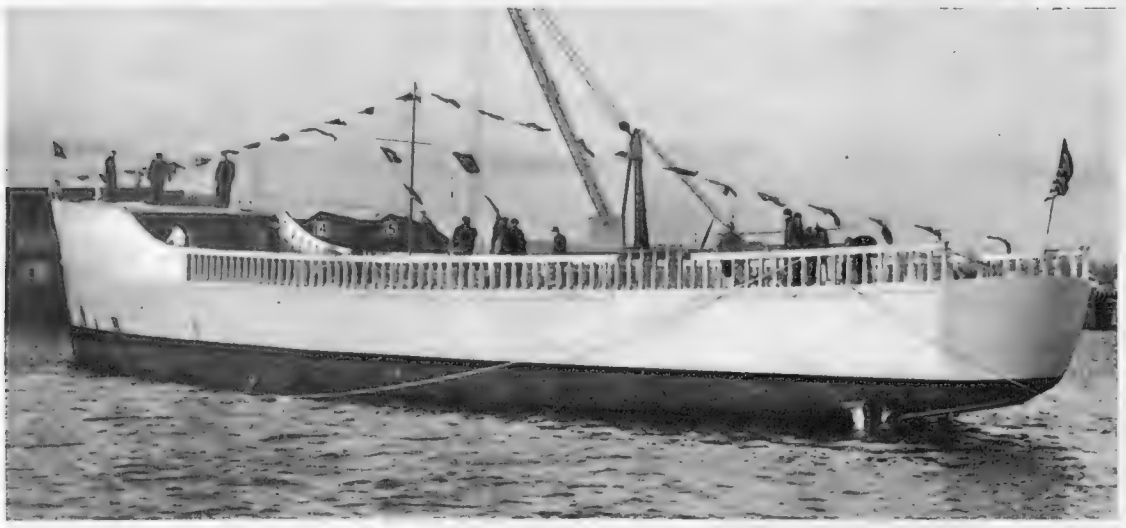
HOW AMERICAN SHIPYARDS WORK, when geared up for war: The submarine-chaser P.C. 484 is here taking the water at the Consolidated Shipbuilding Yard on the Harlem River. Even as she was leaving the slipway, the keel of another craft was being lowered, so that work could be carried on without pause

Destroyers in hand are of two types, one displacing 2,100 tons, and the other 1,700 tons. There will be over 120 of the former, and about 70 of the latter. Submarines building are all of the same design, of 1,525 tons, resembling the recently completed *Thresher* in most of their particulars.

Minesweepers are being provided in hundreds, including not only a large number of wooden vessels built in yacht-yards, etc., but many trawlers and seiners taken over from the fishing industry.

New seaplane tenders, destroyer tenders, and submarine tenders—or, as we should term them, seaplane-carriers and depot-ships—are being built rapidly, while additional units are being equipped as mercantile hulls are taken over for the purpose.

New store and cargo ships, transports and oilers have also been added to the Fleet by acquiring mercantile tonnage and adapting it for the duties required. Ships to be used as transports include the former *Normandie*, now the *Lafayette*.



A NEW WOODEN MINESWEEPER IS LAUNCHED IN THE UNITED STATES

The latest in the line of U.S. minesweepers was recently launched by the Greenport Basin and Construction Company in New York State. Here the craft is seen at her launching. She is built entirely of oak and Oregon pine and is 135 ft. in length; and she is armed with a 3-in. gun forward and anti-aircraft guns on her stern. This is the second of a series of twelve such craft to be built by the Greenport Company for the U.S. Navy in augmentation of her already great number of Fleet auxiliaries

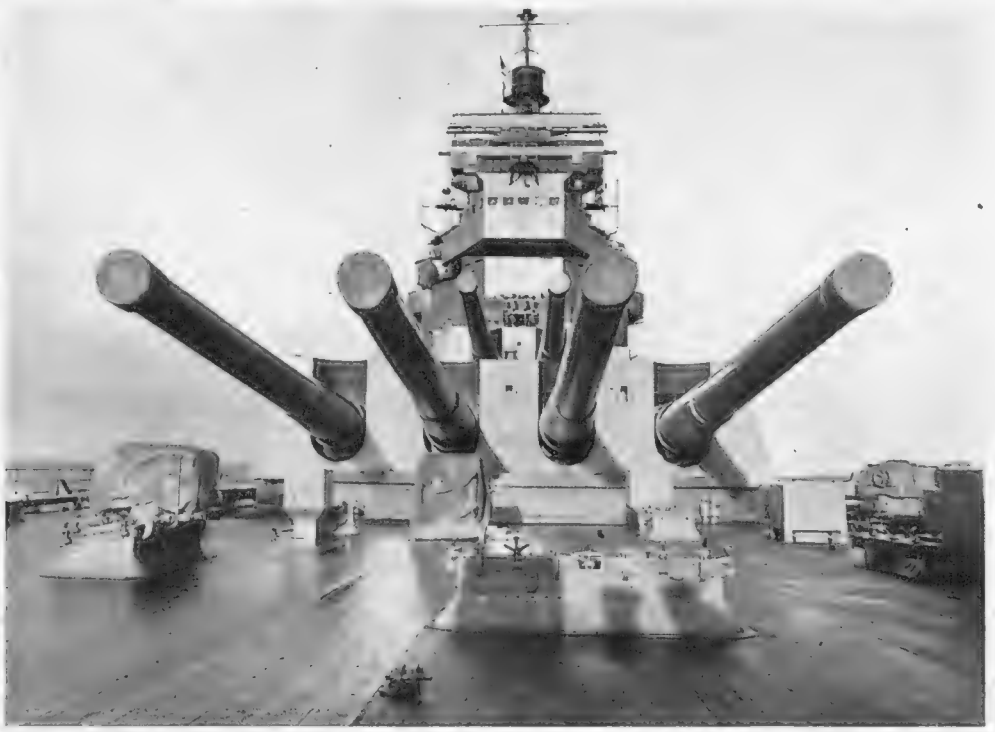
—AND THE "DUKE OF YORK" IS NOW AT SEA

BRITAIN'S NEWEST BATTLESHIP, ON WHICH THE PRIME MINISTER TRAVELLED TO THE UNITED STATES. The "Duke of York" is a 35,000-ton vessel of the King George V class: she was launched a fortnight after the war was declared and is now in commission with the Royal Navy

The announcement that the Prime Minister made his journey to the United States in H.M.S. *Duke of York* is the first intimation to the public that yet another vessel of the King George V class is now at sea with the British Fleet. This mighty battleship was laid down at Clydebank in May 1937; she was launched in September 1939. With a displacement of 35,000 tons, she carries a complement of 1,500. *Duke of York* is the third of her class to be commissioned; her two sister ships, the *King George V* and *Prince of Wales* were both in action against the *Bismarck*, and the *Prince of Wales* (which had carried the Premier across the Atlantic on a previous occasion) was sunk in Malayan waters recently. *Duke of York* carries ten 14-in. guns, and her speed is over 30 knots

DURING THE ATLANTIC CROSSING: Mr. Churchill, with Mr. Averill Harriman (on left) and Captain Paul Cassard, of the U.S. Navy, who came aboard the battleship as she entered American waters

THE RETURN JOURNEY—BY AIR: For the journey home, Mr. Churchill travelled by air, in the flying-boat *Berwick*. This picture of the Prime Minister (complete with cigars on the table in front of him) was taken during the flight, during a conversation with Lord Beaverbrook, who was seated opposite him



LOOKING TOWARDS THE FORWARD GUN-TURRETS OF H.M.S. "DUKE OF YORK": The lower turret houses four of the huge 14-in. guns, and the upper turret houses two of a similar calibre

VERY ROUGH WEATHER WAS ENCOUNTERED DURING THE CROSSING: Here is a picture of waves breaking over the bow of the ship as she ploughed through the heavy seas

The band at STALAG XXID, organised by the prisoners and furnished with instruments sent out by the Red Cross

British prisoners of war at STALAG XXA enjoy a short period of recreation—in this case a boxing match—under supervision

OUR PRISONERS OF WAR IN GERMANY

An Account of the Life that They Lead in Their Prison Camps, and What is Being Done for Them by the Red Cross and St. John War Organisation.—Described by CHARLES GRAVES

THERE are now 83,000 British prisoners of war in the hands of the Germans and Italians—apart from any that the Japanese may have captured in the past few weeks. Of these, 7,000 are civilians. But, judging from all accounts received by the Red Cross and St. John War Organisation, they are having a much better time than their predecessors in the last war. There are two reasons for this. One is that the prisoners-of-war camps are run by the German Army and not by the Gestapo or the S.S. troops. The other is that the Germans have appointed as camp commandants those officers and ex-officers who had themselves been prisoners of war in England between 1914 and 1918, and their good treatment in the British Isles has produced a good dividend. It is true that a year ago there had been some retaliatory treatment as a result of which British officers were sent to Poland for more rigid treatment, but nothing of this sort has occurred since March of 1941.

There have naturally been complaints about the delay in the arrival of parcels and comforts. But people forget that our 83,000 prisoners of war are only a drop in the ocean compared with the huge numbers of French, German, Russian and other prisoners of war whose well-being also has to be organised and supervised by the International Red Cross at Geneva. Parcels take anything from two to four months to reach the prisoners-of-war camps. But this is scarcely surprising in view of the long sea journey to Lisbon, followed by the train journey from Marseilles to Switzerland on the already overtaxed railways.

The British Organisation is divided up into a number of sections, and between them they cater in every possible way for the comfort of the prisoners of war. Food parcels, each weighing 10 lb., are despatched in bulk. These amount to 90,000 a week, to make quite sure that each prisoner receives a parcel per week—with 7,000 food parcels to spare. The contents are supplementary to the prison fare, and have been selected by British dieticians who have based the ingredients to balance the vitamin deficiencies in Germany and Italy. German doctors have behaved very well in sending reports about British patients under their charge. The R.A.M.C. officers have also been extraordinarily helpful.

Of the 90,000 parcels, 50,000 have been coming from England and 40,000 from Canada. The latter contain a complete pound of butter. South America had also been sending 400 tons of food per month, the equivalent of a 10-lb. parcel for 20,000 men.

There has been a widespread belief that many of these food parcels have not reached the prisoners-of-war camps. In fact, photostats of signed receipts for these parcels have been coming regularly to England by way of Geneva.

Apart from the ordinary food parcels, there are next-of-kin parcels. The next-of-kin of a prisoner is allowed to send him a 10-lb. parcel once every three months containing underclothes, blankets, boots, shirts and socks. Not surprisingly, the Germans ban any outer garments which might enable a prisoner of war to escape. This ban also holds in the case of khaki shirts, which look too much like the German brown shirts. These next-of-kin parcels are dealt with at 14, Finsbury Circus, where they are unpacked, checked in conjunction with the Government censor, and repacked for despatch. The only foodstuff that may be included in these parcels is slab chocolate. But as this is difficult to procure, the War Organisation includes in each parcel half a pound of plain slab chocolate as a gift.

Again, considerable consignments of invalid foods, drugs, and disinfectants are sent from 14, Carlton House Terrace. Certain foods, such as milk and meat concentrates, are used as iron rations for large and sudden influxes of men into camps after discharge from hospital, and for whom at the time there is no normal Red Cross parcel available. This department also co-operates with St. Dunstan's in helping blinded prisoners. Braille watches and writing paper, and the teaching of Braille, are included in this scheme, which allows for the despatch of 4,000 parcels a week.

The Educational Book Section is conducted by Miss Ethel Herdman, M.A., though the head of the department is officially the Master of Balliol. Miss Herdman enables prisoners of war to continue their interrupted examinations and sends the necessary text-books, syllabuses, and study courses, thus enabling them to prepare for examinations and be ready to take up work on their return. Her department also provides books, even libraries, as, for example, at Oflag VIB.

RED CROSS PARCELS, packed at one of London's largest packing centres, being strung for despatch to the camps in Germany

Here are some typical letters received by Miss Herdman:

A private in Stalag VIIIB writes: "I am desirous of studying the following: English, mathematics, book-keeping, costing and estimating, blue-print drawings, business-letter writing. May I in closing express my deep appreciation of the wonderful work you are doing for prisoners of war?"

A private in Stalag XXA: "Dear Secretary—Having had experience in male nursing, I should very much appreciate it if you could arrange to send me *Millicent Ashdown's Complete System of Nursing*, as I am contemplating taking final exam on reaching England. Thanking you in anticipation."

From a lance-corporal in the Royal Engineers: "I have no relative to subscribe to the cost of books (Kemp's *Alternating Current Electrical Engineering*, etc.), but if you will acquaint me with the cost I will honour the account through the Paymaster. Thank you a thousand times for your efforts."

From a private in Stalag IIIA: "Sir—Will you please send me a violin tutor, and also some music, preferably waltzes. I have no other way of obtaining them, and I want to practise playing while I am a prisoner of war."

From a Fusilier in Stalag VIIIB: "Will you please despatch the following books for me?: *Complete System of Mental Nursing*, with syllabus of training for mental nurses and those nursing mental defectives, and oblige."

From a sergeant in the R.A.F.: "Thank you for all the trouble you have taken on my behalf and anything I do receive will be welcome. Am looking forward a lot to any advice, suggestions and books you can possibly arrange to send, because I am very keen on most branches of mechanics."

Foreign language courses are very much in demand, particularly German, French and Italian. Russian is another popular subject. But perhaps engineering is the favourite study of all. Books on wireless may not officially be sent. This is because we ourselves put a similar ban on them for German prisoners of war.

Study courses on accountancy, banking, engineering, law, geology, metallurgy, and surveying have been sent to the camp leaders. The London University, the College of Estate Management, Pitman's, the London School of Journalism, Ruskin College and Wolsey Hall have all given their courses free. There is even a plan of reading for English which, if studied seriously by a prisoner of war, would bring him to honours standard, and it is hoped that some recognition from Oxford and Cambridge will be obtained for any certificate or diploma awarded.

As for ordinary reading, the Germans naturally put a ban on books like William Shirer's *Berlin Diary* and other recent publications which have a political bearing on the war. But nobody can quite understand why James Elroy Flecker and Mrs. Alfred Sedgwick are also banned. Books by Jewish authors are on the forbidden list. So are some of the works of Bernard Shaw and H. G. Wells. The prisoners of war have a natural desire to read travel books, which provide a mental escape from their confinement, but they do not seem to like thrillers.

The Indoor Recreation Section has sent 25,000 packs of cards, 5,000 assorted card games, 2,000 chess sets, 4,000 each of halma, draughts, ludo and lotto, 500 table-tennis sets, 400 cribbage boards, 150 shove-halfpenny boards, and a considerable number of various gambling race-games. (Officers, of course, are paid at the same rate as German officers, while the men are paid according to the amount of work they do.)

A considerable amount of sheet-music, song-books, and vocal scores of comic operas have arrived in these prisoners-of-war camps, and, at a cost of £1,500, orchestral sets of fourteen pieces have been sent to eight different camps.

Even flower and vegetable seeds are sent on receipt of information about the position of camps. Over £20,000 worth of outdoor sports equipment is being sent to the camps, the basis of the scheme being one box of gear for every hundred prisoners, with replacements every four months. Here again, sticks, baseball clubs, and other potential weapons are not allowed to be sent; but Soccer, Rugger and tennis balls and boxing-gloves all reach their destination.

Perhaps the most valuable work which is done by the Organisation is the actual filing, indexing and collection of every piece of available information about individual prisoners of war. In every county and in every military hospital there are voluntary workers who ask wounded men in this country when they last saw Fusilier Jones or Guardsman Smith or Private Brown in action. The whole of St. James's Palace is an orderly maze of filing cards and correspondence. And here is a strange thing. The name of the officer prisoner of war No. 1 is—German! He is Colonel Guy German, of the 1st/5th Leicestershire Regiment, and his capture in Norway was officially confirmed here on May 5 1940.

Another invaluable service given to prisoners of war is the arrangement of legal difficulties. Cables of births and deaths, the arranging for powers of attorney, the alteration of settlements, and the questions of next-of-kin parcels provide intricate and human problems to the number of 12,000 a week.

P.S.—In view of all this, it is scarcely surprising that one of our prisoners of war wrote recently as follows: "We are fat and fit—without a care in the world." This is, of course, most reassuring for their relatives. But professional soldiers rather query a state of affairs where a prisoner is not worrying about his primary duty—attempting to escape.

BONE OF THE "TIGRIS": and other War Items

COMMANDER H. F. BONE, D.S.O., AND BAR, D.S.C., R.N., in the conning-tower of the submarine "Tigris," whose successes have recently been publicly announced by the Admiralty

COMMANDER BONE (centre) with the officers and ship's company on board the submarine "Tigris": H.M.S. *Tigris* is one of the two British submarines whose successes in the Arctic circle have already been announced by the Admiralty. (The other vessel is *Trident*.) In a recent patrol in Arctic waters, *Tigris* inflicted severe losses on German troop transports and supply ships carrying reinforcements of men and material to the German armies on the Murmansk front: she sank five enemy ships and seriously damaged a sixth by torpedo. In one of the attacks carried out by her against a heavily escorted convoy of three supply ships, she sank two of them: during a previous patrol she sank an armed and heavily-laden tanker of about 10,000 tons bound for a port in Occupied France. The Commander of the *Tigris*, Commander H. F. Bone, D.S.O. and Bar, D.S.C., received his first award on December 11, 1940, and his Bar on September 23, 1941; the D.S.C. was awarded on December 20, 1940. Two officers of *Tigris* have also been decorated and thirteen members of her crew were mentioned in despatches

TWO PICTURES OF THE AIR ATTACK ON PEARL HARBOUR: These two pictures have only just come to hand from Hawaii: both were taken during the attack by Japanese bombers on the opening day of the war. The *upper* picture shows a Japanese dive-bomber (with its diving flaps down) swooping towards its target: what happened next is shown in the *lower* picture. The dive-bomber has been hit: with flames pouring from its wing, the aircraft nose-dives down to earth, to crash and burn up

ONE OF RUSSIA'S AIRCRAFT SECRETS—THE PE2 Bomber: This aeroplane—known as the PE2—is a twin-engined bomber of "superspeed" operated by the Red Air Force. It is here seen in action on the Moscow front where it provided the *Luftwaffe* with a nasty shock, especially in view of the fact that the Germans had announced that the Soviet Air Force was no longer in existence! Details of the actual performance of this aircraft are still a closely-guarded secret. In the picture above the PE2 is seen taking off from a snow-covered airfield in the Moscow sector

HOW THE RED ARMY FIGHTS AT "FIFTY BELOW": Camouflaged infantrymen are being carried into action on a sleigh drawn behind a tank. After the first tank-clashes, the enemy is surprised by the sudden appearance of these completely equipped soldiers

The World of Books—By Vernon Fane

THE CRIMES OF THE "HERRENVOLK"

The Germans and the Russians and the Poles—The Black Record; Miss Dorothy Thompson's English Journey; Wyndham Lewis and the Old School Tie

REPRESENTATIVES of the Allied Governments recently met at a Conference in London to discuss German barbarities in occupied countries. The tale, successively unfolded, was a horrifying one, and the terms in which these acts were denounced and the proposed form of the retribution to be meted out to the perpetrators received the endorsement of the civilised world.

Synonymously, the Russian Foreign Minister, M. Molotov, published to the world a document setting forth the black record of the German army of invasion, and their treatment of the Russian civilian population. This was a cold, factual statement, gathered from sources made available since the progress of the Russian counter-offensive.

At the same time there appears THE GERMAN NEW ORDER IN POLAND (Hutchinson. 10s. 6d. net), issued by the Polish Ministry of Information. With 185 illustrations and two maps it is a large book. It covers in detail a period of nearly two years—from September 1939 to the end of June 1941—and surveys in great detail effects upon Poland of the German occupation during that period.

It seems incredible at this time and date that the editorial and correspondence columns of some of the leading periodicals should be filled by people who think that this is the right moment to argue the ultimate responsibility for these crimes, and to attempt to draw a distinction in this matter between the German nation and its leaders. The old familiar tag, that you cannot indict a nation, is trotted out, while any argument based on the historical record of the German people is denounced as Vansittartism.

The Polish Black Book contains, in my opinion, enough evidence to indict the German people of one of the most terrible and calculated crimes ever committed by one nation upon another. Mass executions, hangings; the wilful destruction of property, the deliberate destruction of historic monuments, and of all centres of culture; the rooting out of every symbol and vestige of a symbol of national life; the deliberate persecution and torture of the intellectuals, some of them distinguished men and women of advanced age—these can, unfortunately, be looked upon as the normal activities of the victorious Germans in an occupied country. But in Poland the crime is the blacker and more calculated one of the deliberate attempt to destroy a whole people. The Germans made no secret of their decision that Poland was to be treated with more vengeance and brutality than the other occupied countries They have said quite openly that it was their intention to make the Poles serfs to the German *Herrenvolk*.

The illustrations in this book defy comment, but perhaps the most significant of them all are the parallel photographs of dispossessed Poles and of "happy" German families in possession of their homes.

I do not believe that the German people as a whole know nothing of these things. Of course, they know all about it, and I am convinced that the vast majority of them not only condone, but approve, these calculated and brutal outrages. The evidence is overwhelming, and if upon it it can still be argued that you cannot indict a whole nation, I can only say, with the Russians, that those who wish to be free of this indictment had better take steps to remedy the defect before it is too late.

Now that America is in the war, it may be convenient to forget that until a few weeks ago relations between our two countries were not all honey and roses. The Isolationists, who were a stronger, more powerful and more representative party than was generally understood over here, never hesitated to make the most of our mutual misunderstandings, or to denounce this country in unmistakable terms whenever the occasion arose. There was, of course, the equally active Interventionist Party, but it need not be supposed that all of these were Anglophile to a man. Yet there were those among them who believed, and believed most passionately, that only by the closest of understandings between this country and the U.S.A. could ultimate victory over the forces of evil be achieved.

It may safely be said that when the history of this period comes to be written, the name of Miss Dorothy Thompson will stand out as one who possibly has done more than any single individual to bring about a close collaboration between the two countries. Very early in the war, and when her country was overwhelmingly Isolationist—in the days, that is, of the Neutrality Acts and of Cash and Carry—her voice was powerfully raised in an attempt to convince her countrymen that this was their fight and not a local European flare-up in which the British Empire happened to be involved.

Dorothy Thompson, out of the accumulation of her experience as a foreign correspondent in Central Europe, not only knew the Nazi leaders, but knew what they were after. The Battle of Britain was fought, and we stood alone against the world. In her column and in her broadcasts she sought to make her country realise the danger to them of a British defeat. Then she came to England, saw for herself, and reported on what she saw in unmistakable terms. While over here she spoke to us on the radio and told us in these broadcasts, in articles and in letters, some of the things she felt about us, and made us understand, in sensible, common-sense language some of the hesitances which her own country was going through.

DOROTHY THOMPSON'S ENGLISH JOURNEY (Collins. 8s. 6d. net) is a brightly written record of her visit. The author, Mr. J. W. Drawbell, himself a newspaper man and a famous editor, detached himself from his work in order to control the detailed organisation of her tour. Mr. Drawbell got to know Miss Thompson very well, and in this lively, day-to-day account of those hectic days, he brings to us some understanding of the thoroughness with which Miss Thompson went about her strenuous task, and at the same time achieves an intimate portrait of a very remarkable character.

When Mr. Wyndham Lewis decides to launch a novel at the world, we may be certain of entertainment from the word "go," although we may not be so sure that we are going to know what he is getting at.

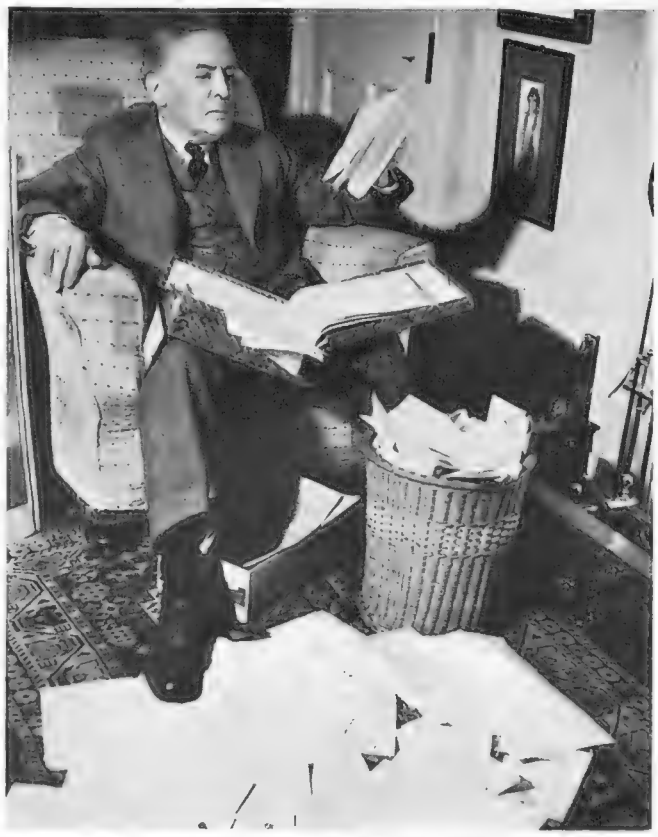
THE VULGAR STREAK (Robert Hale. 8s.) is a piece of fiction, and it concerns the career of one Vincent Penhale, a dashing young man, apparently well-off, living and moving easily in the strata of the upper middle-class—the class, in fact, that could comfortably take a holiday in Venice in pre-war days. But Vincent, for all his handsome dash, was not what he appeared to be, but a low, common fellow with histrionic gifts, whose father was a common labourer. In a fierce bout of exhibitionism Vincent reveals his humble origins to his boon companion Martin Penny-Smythe, who is of the tweed-bubbling-pipe-stammering-semi-donnish type.

The rake's progress proceeds through an affair in which he seduces and finally marries a lady who ought to have known better, to her ultimate disillusionment, to the unmasking of Vincent (who proves to have been engaged in some shady business) and to a reasonable retribution. The theme seems to be redolent of the dirge which used to be taught to Red Sunday School children on the Clyde, which begins something like:

"Class-conscious we are singing:
Class-conscious all are we;
And soon we will be digging
The graves of the boorjewarzee."

Whether Mr. Wyndham Lewis's considerable talents are worthy of a theme which might be set to music by the Western Brothers is a matter for him to decide, and one which he has decided.

For one reader at least, it is a subsidiary issue. For I know of no living writer who can give me more pleasure in caricaturing the contemporary scene. And if he belabours his puppets with sledge-hammer effects and makes the sawdust fly with a rapier wit, we are none the less entertained.



THIS FAMOUS ACTOR HAS SACRIFICED PLAYS AND "FAN-LETTERS" FOR THE WASTE-PAPER SALVAGE DRIVE: Sir John Martin Harvey, for many decades one of Britain's most famous actors, has sacrificed plays, model theatres and fan-letters, to help the waste-paper salvage campaign. This picture was taken at Sir John's home at Richmond

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THE LONDON THEATRE

By PHILIP PAGE

"BALLETOMANIA" (though there is nothing maniacal about it) is rampant in London just now, with three rival seasons going strong, all of them well supported. The new production of the Sadler's Wells Company at the New Theatre is *Comus*, very classical, and very good of its type. Milton in his day found this a good basis for a masque, which may be described as a sort of cousin to a ballet; a good deal of Milton's fine poetry is retained. Fortunately, Mr. Robert Helpmann is also retained to speak it, and to speak it extraordinarily well. A person of amazing versatility is Mr. Helpmann, who has also been responsible for the choreography and general production of *Comus*. He is first-rate at both arts; those who saw him in Shakespeare at the Old Vic will remember his elocutionary skill. He is also that rare bird, a funny comedian.

Second prize—and a good second—must be given to Mr. Constant Lambert, who conducts the orchestra, and is responsible for the score. This he has pieced together into a perfect whole by digging about ingeniously in the works of Purcell, a great English composer whose music we hear far too seldom. Miss Margot Fonteyn is the *prima ballerina*.

A very happy triumph is *Comus*.

More Shakespeare.—After Milton, Shakespeare. Or the other way round, if you prefer it—unless it depends on the order in which you visit *Comus* and Mr. Donald Wolfit. Mr. Wolfit's season at the Strand Theatre has been so successful that it has had to be extended. The play's the thing even when it is *Richard III*, which is not one of the mightier masterpieces. But, as I ventured to point out elsewhere, this ogreish drama happens to be uncannily topical. It shows that blood-lust was rampant at the time of the Wars of the Roses just as it is now during the Wars of the Nazis. Mr. Wolfit, red wig and nasty leer, made Richard quite sufficiently horrible. This is one of his best performances. He was well supported by an able company who emphasised, rightly, the virility of the whole atmosphere.

Richard III was followed by a revival of *Hamlet*, which Mr. Wolfit presented at, I believe, the Kingsway Theatre shortly before the war. His Hamlet is restless and merry—and I am not blaming him for that, since it is a reasonable conception of the character. But I would have preferred a little more poetic dignity. Undertoning was a rather too prevalent fault among the rest of the company at the performance I saw, but there were praiseworthy exceptions—notably Mr. Eric Maxon (Polonius and First Gravedigger), and Miss Rosalind Iden, a very good Ophelia (which—let us be honest—is a very bad part).

Mr. Wolfit is doing a grand job, and he, and the ballet people, form a complete answer to those who complain that the London theatre nowadays is concerned solely with nit-wittery.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

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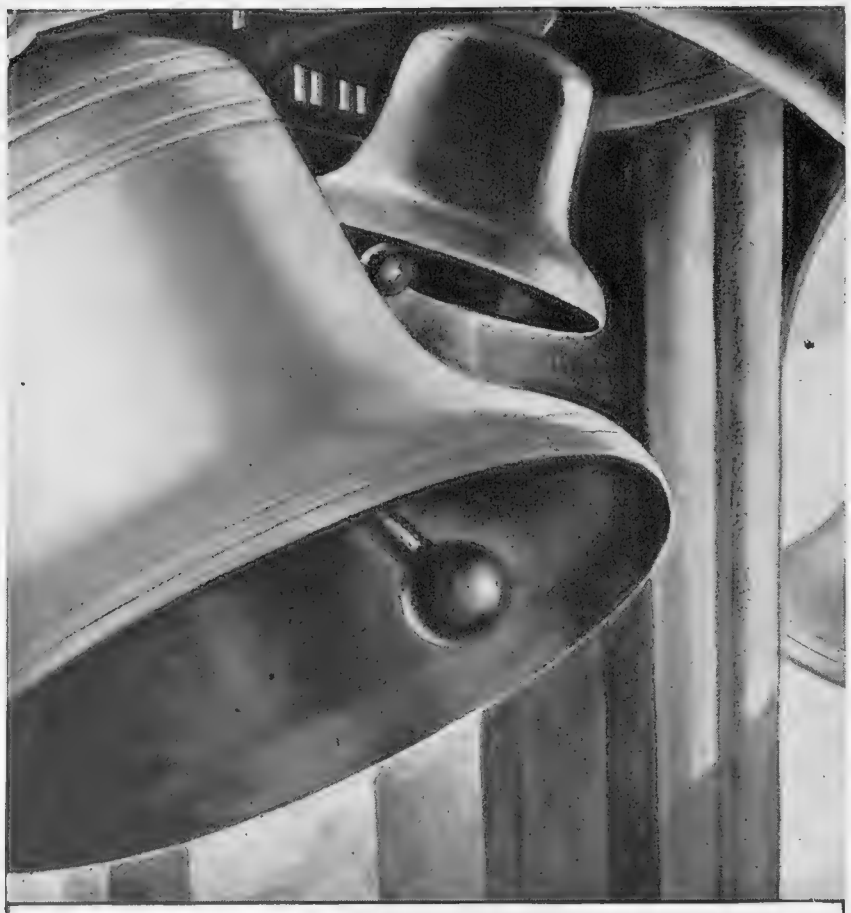

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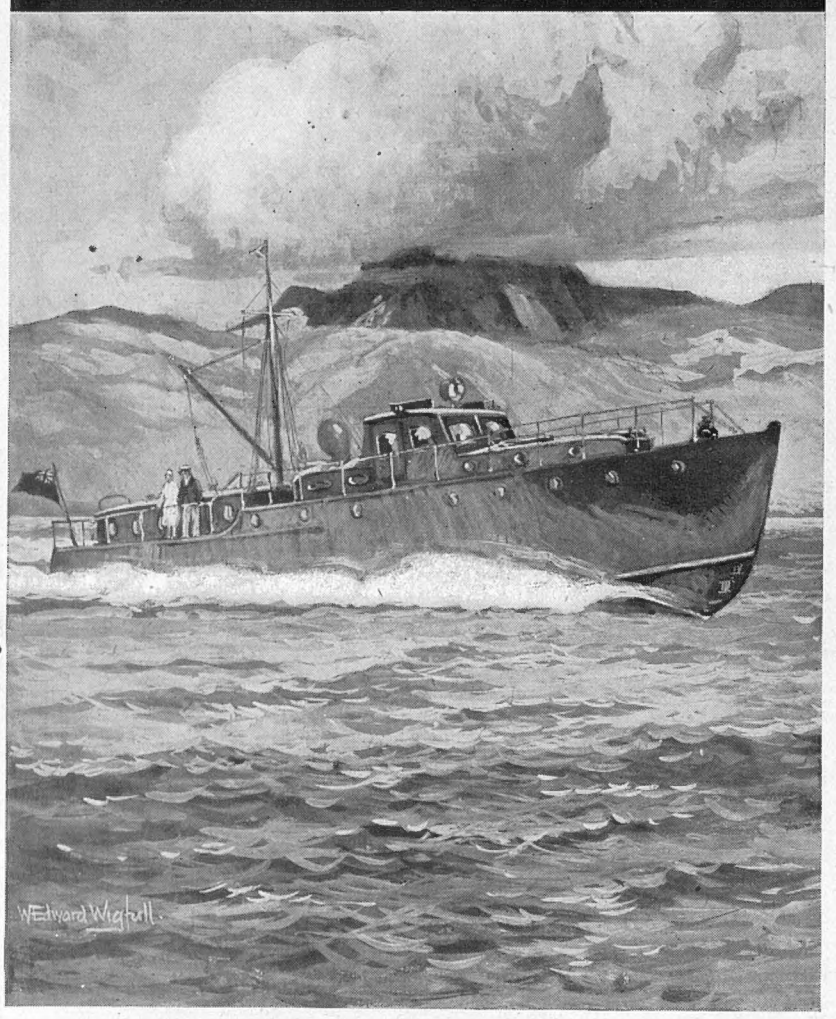

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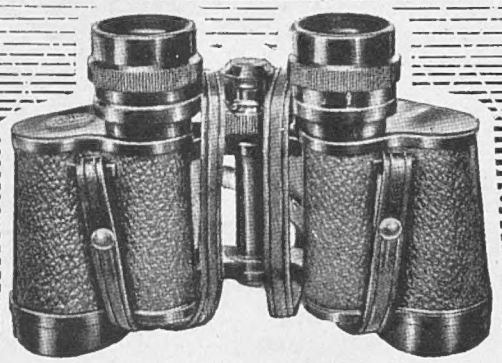

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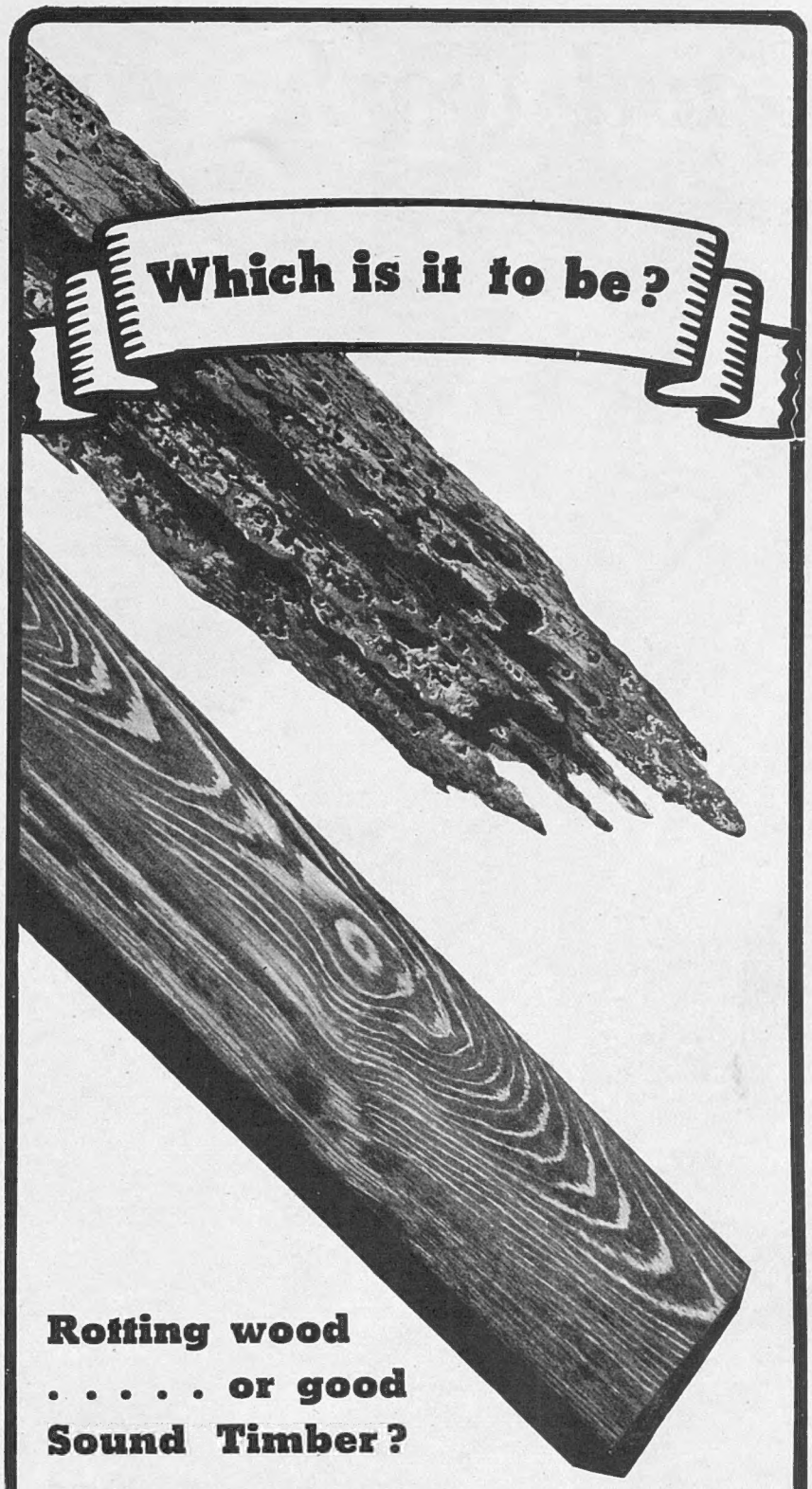

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